CYCLE NEWS®

WEST

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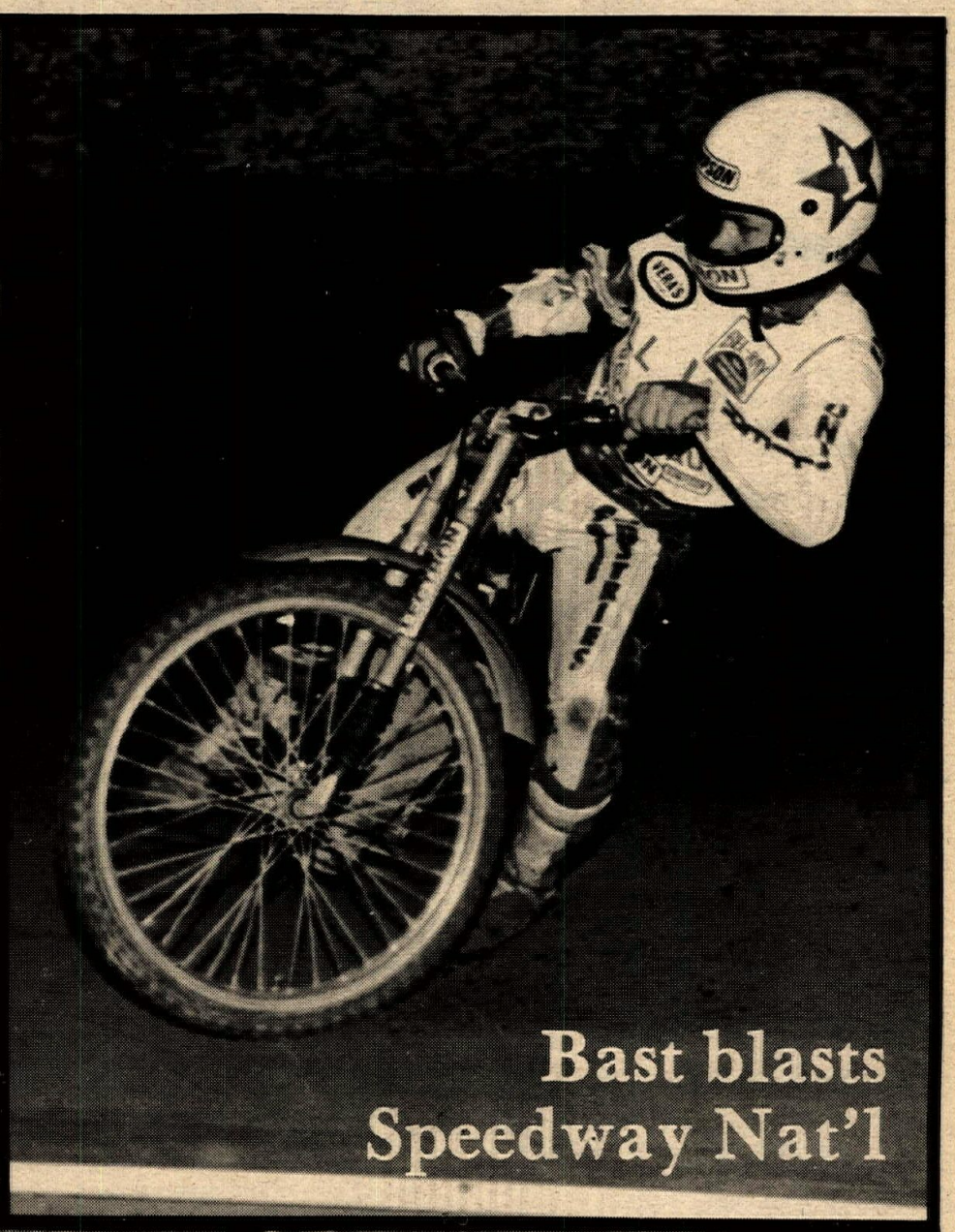
75¢

Sanford stomps
AMA Nat'l Enduro



Bast blasts
Speedway Nat'l

Hannah hoses 'em down at
Axton Trans-AMA

NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY

Ted Worrell (Suz) emerged from a six-rider zero marked tie to take the overall win in the Oct. 15 Ozark Hillbilly AMA National Championship Enduro in Potosi, MO. Worrell eked out the win by 1/100th of a second on the tie-breaker check over AA class winner Jeff Fredette (KTM). Rod Bush (KTM) finished a few ticks of the clock back to take the A class laurels. Rusty Reynaud bested the B class. The 150-mile event was sponsored by the Potosi M.C. and for the first time in years was run in sunshine.

America will have a second entry in the 500cc MX World Championships. Chuck Sun announced on Oct. 15 that he had signed his 1979 contract with Husqvarna and will contest the 500cc title rather than the 250cc championship as expected. Sun, who contested four 250cc GPs this year, opted for the 500cc class even though many feel that he could be sacrificing a better chance of success in the 250cc title chase.

Jimmy Ellis is expected to ride for Team Honda in the Missouri round of the Trans-AMA Series this coming weekend. Bill Buchka, Brad Lackey's tuner, will turn the wrenches for Ellis at Cycle World in St. Peters.

Terry Vance blasted his Suzuki GS1000 Pro Stock dragster to a new record time and top speed of 3.00 sec./147.05 mph at the Oct. 14-15 International Drag Bike Association National Finals in Gulfport, MS. Vance took the Byron Hines-tuned machine to an IDBA National Championship title, the bike's first and his fourth.

Just goes to prove you can't believe everything you read: Last week's *Cycle News* Products ad said you could pick up the spiffy *CN* Arctic Vest for $21.75 and a nylon *CN* back pack for $14.50. Since then, Kramer Products Company has informed Papa that the vests will go for $24.95 and the back packs won't be available at all. Sigh...

Don't forget: The Phantom Duck of the Desert's fourth annual Barstow to Vegas unorganized trail ride takes place on Nov. 25. More info avaiable by sending a SASE to the duck at P.O. Box 1725, Fontana, CA 92335.

According to press release issued by the Utah Salt Flats Racing Association, the American Turbo-Pak Kawasaki Z1-R TC used in their Superbike Comparison Test was at a disadvantage despite its obvious potential. We quote: "... the USFRA would like to point out that the Kawasaki had only two hours and 45 minutes to prepare their bike after our break-in period, due to an accident we had on the way to the salt. With proper time to prepare the bikes, Kawasaki most likely would have won the shoot out." Verrry interesting.

Women racers attention! Entries for the Oct. 28-29 Kawasaki Women's Motocross Nationals, sponsored by Russ Darnell Motocross Schools, are open and will remain open until race day. Promoter Vicki Haag told Papa there was some confusion about a deadline for entries — as it turns out there is no deadline. Diane Cox and Debbie Evans have their entries in already, by the way.

Want to help develop a new 125 and/or 250cc motocrosser? Dave Coffin is looking for three or four people residing in SoCal who want to work on just such a project. The set-up is a cooperative venture to build the bike as a casual, spare-time project with little or no direct financial gain. Requirements are that you must have experience in the motocross scene, hold a full-time job other than with a motorcycle manufacturer, and have engineer or machine shop background. If you think you qualify, send a resume to Coffin at 710 Vesta St., Inglewood, CA 90302.

The American road racing team of Kenny Roberts, Mike Baldwin, Dale Singleton, Skip Aksland, Wes Cooley, Richard Schlachter and Randy Mamola won the Oct. 8 AGV Helmets World Team Cup races at Imola, Italy, according to a sketchy report received by the AMA. Kenny Roberts set a new lap record, but jumped off and injured his elbow. According to the report, Mike Baldwin was the top point scorer for the Americans. The "International" team (made up of riders from countries not represented by a full team) was second, followed by Great Britain, Italy, and France.

The 100's M.C. AMA D-37 hare and hound was a real heartbreaker for Max Eddy. Eddy led the race until he seized — just 200 yards from the finish line. Bob Balentine went on to win with Eddy towed across for second. Lee Scheffers, winner of the previous week's Dirtfliers hare scrambles, was third. Brian Wright copped the 250cc class over Steve Eckhart. *CN* desert correspondent Gary Laudig, back from a three-week job in Atlanta, GA, suffered car trouble on the way back from the race, hence coverage will appear in next week's issue.

Your best friends will tell you... The American Motorcyclist Association has launched a P.R. campaign designed to use peer pressure to reduce unnecessary motorcycle noise. They're distributing small stickies that read, "Noise annoys! Don't spoil it for all of us," and the message is signed, "Thanks, a fellow biker." AMA members are encouraged to affix it to motorcycles they see/hear with a noisy exhaust system. A 10-stickie supply is available (free) by writing to NOISE, American Motorcyclist Association, P.O. Box 141, Westerville, OH 43081. Please include 25¢ for postage and handling.

Dave Campos powered the Harley-Davidson-powered Jammer Streamliner to a new S-AS-3000 class record at Bonneville (see National Speed Trials coverage on p. 10) after Speed Week had ended on Oct. 9. Campos took the Bob George-owned machine to an average two-way speed of 276.375 mph.

Stadium Motorsports, promoters of the Nov. 11 Coca-Cola Motocross Finals to be held at Anaheim Stadium, have made a special ticket offer to *Cycle News* readers. Mail order blanks are available through participating motorcycle dealers for tickets priced at $6, $9, $12, $15 or $25 (children under 10, half price), and a free $3-value program will be included. The offer expires Nov. 5, and that's the date they must receive the order, *not* postmark date, so act quickly.

An article about ORV use in the desert is in the September issue of the official magazine of the Smithsonian Institution, the *Smithsonian*, comes out pretty much as a blast in favor of closing the desert. Picture selection is rabidly anti-ORV and the accompanying text of the eight page feature, save for a couple of paragraphs, is just about as bad. If you feel like letting the *Smithsonian* know what you think, the address is 900 Jefferson Dr., Washington, D.C. 20560.

Brain fade dept. Last week we ran a Latest Poop item stating Ken Annesley won the Top Fuel class at the Oct. 8 Winston World Finals. Well, Annesley's win light did come on at the end of the strip, *but* his red light also went on at the start of the strip, thus giving the win to Russ Collins. Our drag racing reporter promises he'll listen to the announcer and watch the whole race — start to finish — next time. Coverage on page 26.

Louis R. Kaiser, 78, suffered a fatal heart attack on Oct. 3. Kaiser built Jimmy Phillips' first few Triumphs, helped Joe Leonard get started locally in the San Diego area, and backed Cal Rayborn in his early years. Rayborn, 14 years old at the time, came to live with Kaiser, and Lou built his first few motorcycles, among them a 125cc two-stroke Harley, a 250cc Honda twin and a BSA single. Kaiser was in Calvin's pit area when Rayborn died in New Zealand. Kaiser's 40 years of quiet contributions will be missed by the motorcycling world.

Geoff Fox called the other day to tell Papa that one of the Moto-X Fox riders, Jim Turner, is now the Canadian National MX Champion. Turner clinched his title — make that titles: He's both 250cc and overall champions — at the Oct. 8 Copetown event on a Moto-X Fox CR250R Honda.

At the Double Crossers M.C. National Enduro, Mike Hannon was disqualified for appropriating another rider's gas, and he appealed the protest. At an AMA District 37 Competition Committee meeting Oct. 12, Hannon's appeal was upheld in a split decision. However, according to the AMA rulebook, all protests from National events must be forwarded to AMA headquarters in Westerville, OH, for decision. So as far as Hannon's protest is concerned, it has not been officially decided yet. D-37 must forward all the information to Westerville. "I don't think you can treat the situation as lightly as they (the D-37 Competition Committee) did," said the AMA's Al Eames.

The day after the World Team Road Race Challenge in Italy, Randy Mamola and mentor Jim Doyle met with the Italian firm of Bimota, and came away with a ride for the 1979 250 and 350cc World Road Racing Championships, plus non-conflicting 750cc races such as Daytona and Imola. Bimota will provide Mamola with two Yamahas for each class, an apartment in Rimini, Italy, and a "handsome salary," according to Doyle.

SoCal M.C. has been forced to cancel their Oct. 22 California State Championship Hare and Hound. The Bureau of Land Mangement restricted the club to one short loop in the seldom used Olancha area, citing "possible destruction of archeological resources of unknown value along the loop two course," and "possible degradation of wilderness values in areas where new trail results across the desert pavement," among the reasons. SoCal had agreed to use last year's course due to lack of BLM funds for an Environmental Analysis Report on a new course, but the previously approved loop two was not allowed and SoCal decided to cancel. The club was informed of the decision on Oct. 6, only 16 days before the event. SoCal has appealed the decision, but no word has been received from the BLM. Four previous EARs done by the Bakersfield BLM office showed no archeological resources on the aforementioned second loop. Hmmm...

Rain washed out the September 30/October 1 12th Annual U.S. National Motorcycle Drag Championships at New Jersey's Atco Dragway. The event was run off on October 2 with Ken Blackburn (Kaw) taking Top Fuel honors over Dick Prime (H-D). Deb DiVivi (Hon) edged Eraldo Ferracci (Hon) for the title in the Pro Comp class, while Bob Carpenter (Kaw) walked off with the Pro Stock award after Ed Ryan (H-D) broke in the run for the gold.

Pat Hennen's return home has been delayed, probably for three or four weeks. No reason for the change of plans available at press time.

Bridgestone Tire Company of America has announced a Trans-AMA MX Series contingency program. For the International class, Bridgestone is putting up $250, $100 and $50, with $100, $75 and $50 going to the Support class. Bridgestone will also co-sponsor the Oct. 22 round to be held at Cycle World near St. Louis. ●

RUSS COLLINS' 199.55 M.P.H.

With an elapsed time of only 7.62 make it the world's quickest and fastest motorcycle!

The speed is 15 miles per hour faster than anyone else has ever gone in the quarter mile on a motorcycle... The time is .05 seconds quicker than the second fastest qualifier... This speed shatters the 187 mile per hour mark set by Russ Collins last year at the Winston World Finals.

All of this in one run.

Of course all of the speed equipment used in building the world's most powerful drag bike are off the shelf products R.C. Engineering sells to motorcycle riders around the world. R.C. Engineering believes racing improves the product and they prove it with all of the National Records held by machines using R.C. equipment.

Russ Collins has set many marks in his 20 years of drag racing. From his first successful supercharged drag bike that ran on gas, alcohol and nitro, through the spectacular triple engined Atcheson, Topeka and Santa Fe, to the first pass of seven seconds on a motorcycle and culminating in his record shattering 199.55 mph at 7.62 seconds pass this last weekend. Russ feels he has accomplished all of the things he set out to do in motorcycle drag racing and the time has come for him to officially retire from motorcycle drag racing.

Russ would like to thank his sponsors:

Valvoline Oil	MXL
Champion Spark Plugs	Earl's Supply
Bates Leathers	UniRoyal
Bell Helmets	STP
Accel	Azusa Eng.
Mallory	Honda
Simpson	Barnett

and most of all Byron Hines

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ON THE FRONT PAGE: Bob Hannah chases Chuck Sun at Axton; Ron Hall struggles down a Cal State 100 hill; and Mike Bast makes it six. Photos by Jim Gianatsis, Larry Langley and Dennis Greene.

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VOICES

Camel Pro reflections

The 1978 Camel Pro Series is now history, and what a great season it was. First of all I would like to congratulate Jay Springsteen on a fantastic year long performance. Springer had some extra unjustified pressures put on him by certain people this season, but managed to capture Number One again, not by using the rule book or urine test results against the other riders, but by doing his talking on the race track where it should be done. That is a true champion. Congratulations Springer!

I would also like to thank the many, many riders who used PJ1 Lubricants during the season, and especially Skip Aksland and Steve Eklund, along with their tuners Terry Sage, Bud Aksland and Tom Hasler, for doing a fantastic job.

A big thank you to the people who made this series all possible: the many race promoters, and especially Ralph Seagraves, Dave Knight, Steve Burge and Lynn Griffis of the R.J. Reynolds Co. Again, you all did a super job of putting on the Camel Pro Series for '78!

TIM ROCKWOOD
PJ1 Lubricants
Woodland Hills, CA

Mosport comment

Although I did not ride in the recent Canadian F750 World Championship race, I did attend and I would like very much to comment publicly on the event.

The organization at last year's event was chaotic; the organization at this year's event was virtually non-existent.

In its infancy this track was an excellent motorcycle circuit, bordered by reasonable run-off areas and earth banks. It has evolved into a high speed slot-car track where almost every corner is lined inside and out by solid, poorly protected Armco barriers and concrete retaining walls.

In 1973 I was involved in the first serious attempt by the riders at making those associated with this track realize how unsafe the track had become and how little they were doing to alleviate the situation. At that time, and since that time, the management of Mosport Park has demonstrated what I can most kindly refer to as an insincere effort to make a dangerous race track as safe as possible.

This year one of the fastest corners of the track, a corner completely lined inside and out with the inadequately padded walls and guard rails was watched over, in timed qualifying practice no less, by a solitary corner worker.

The consequences of this lack of preparation are now well known in North American road racing circles, but briefly the facts are these: 1) Steve Baker fell in this corner, a fall attributable by all accounts, only to himself. 2) In very quick succession, two more riders fell.

The critical difference between the first fall and the second two falls was that the second two riders had absolutely no warning that anything was amiss over the crest of that hill leading into corner two. They had no idea that Steve had fallen, that any slippery fluid had been deposited on the track by his crash because that one solitary marshall had left his post to help Steve and no flag of any sort was displayed to warn oncoming traffic.

It is my sincere hope that the FIM never again grants World Championship status to any race held at Mosport.

JIM ALLEN
Old Lyme, CT

A vote of gratitude from Mrs. Doney

My deepest gratitude for all the kindness and help given to Dave Doney, 05T, on Oct. 8.

Special thanks to the Sled Riders members, Rescue 3 and all the other good desert people. The many lovely flowers and phone calls were deeply appreciated. Many thanks.

MARTHA DONEY
Yucaipa, CA

Dave Doney, an enthusiastic desert competitor at 68, died enroute to the hospital following a crash at the Oct. 8 D-37 hare scrambles. Doney was a much-loved rider who, among his many other accomplishments, finished the 1974 Barstow to Vegas race at the age of 64 on a 100cc Harley-Davidson. The desert is a lot emptier now that he's gone... Editor.

3x thanks

I would like to say thanks to the people who helped me and offered help at the Oct. 8 California Racing Club desert race at Rand Mountain.

Saturday evening I broke the swingarm on my YZ. Thanks to Larry Upp for letting me use the swingarm off his spare bike, and to Larry Devine and Rich Zajic for offering me the use of their bikes if I could not find one.

Also, I would like to thank Doug Beisner for moving me off the trail and staying with me when the rain rut I fell into turned right and I didn't. I received a concussion and do not remember riding the rest of the race.

Thanks again guys.

SCOT DUNCAN
CRC #3x
Huntington Beach, CA

We've got the power — Part two

By Gerry Reagan

"The environmentalists don't really have to worry about motorcycle riders because the motorcycle riders don't care enough to organize." This statement was made by a friend of mine who is an avid dirt bike rider. At the time he made it the county board of supervisors had just voted to close some good riding land and my friend was upset because, although there were over 200 riders present to protest and make statements at the meeting, the supervisors had virtually made up their minds before the meeting began. The motorcycle riders could complain all night if they wanted to but nobody heard them.

This was a very frustrating evening for many people. The off-road enthusiasts had come to the supervisors meeting with well thought solutions to the problems at hand. They made some good points and showed worthwhile alternatives to closing the land. Still, the supervisors knew where the power was. They knew that if they wanted to keep their positions when the next election rolled around they had better not open any land to motorcycles. And they were right.

In a county with more riders per capita than just about any other county in the state, in a county where the board of supervisors had publicly ridiculed motorcycle riders, and in a county where there is usually a very small voter turnout, this same board of supervisors was re-elected, except for two of its members. Of the five members of the board, the only two who had made any attempt to listen to the off-road riders were the only two who were not re-elected. Where were the motorcycle riders when it really happened? How did these guys get back in office when there were enough votes riding around on motorcycles to get rid of them? Was my friend right? Is it true that motorcycle riders don't care enough to do something or is it just that they don't know how?

Hopefully, it's just that they don't know how because the reason for this series of articles is to show that motorcycle riders can get organized, that we have the power to make the changes we want and that it won't be as hard as it would appear.

An organization has been formed to make all this possible. (They aren't asking for memberships and they aren't asking for any donations so it's

(Continued to page 21)

(Advertisement)

Can the computer-designed Anaheim course be beaten?

Hannah, Tripes, Bell, Ellis and 76 other top pros battle it out in the Motocross Finals against each other, the odds and a revolutionary scientifically-designed torture track.

Stadium Supercross tracks are unquestionably the most demanding courses that the AMA's top professional riders have to contend with. According to many of the top riders, if you can do well on a stadium course, you can ride fast anywhere. One rider put it perfectly when he said: "Stadium tracks have become unbelievably awesome. We used to think that the natural terrain courses were hard. Then the stadium tracks started rising. These promoters can take a flat field and turn it into an incredible obstacle course, unmatched by anything found on natural outdoor terrain. If you're not in perfect shape, one lap around a stadium track results in burning lungs, fatigued arms, wasted thigh muscles and a general thought of: How am I going to make it around this monster all night without dropping from fatigue? If you're not in perfect shape you can still slide by on natural terrain, depending on your bike to pull through. In a stadium race, the guys who know how to ride, the guys in good shape, and the ones who can conquer the man-made terrain successfully are going to be the winners."

The Coca-Cola Bottler's Motocross Finals at the Anaheim Stadium is a prime example of just how tough a stadium track can get. This diabolical track design is the result of a scientific process developed by Stadium Motorsports, the originators of stadium racing. Utilizing video tape replay machinery, track-side still photography, rider input and suggestions from factory team managers, the toughest and most demanding courses are constructed. The result is lots of work for the riders. good spectating for fans and an unquestionable evening winner. To take the checkered flag at Anaheim a rider must be in perfect condition. The course demands it.

The stakes are high. Racing teams spend millions of dollars each year for works machinery and riding talent. Winning means everything — it's the ultimate goal. According to one factory spokesman: "The Supercross Series is vitally important to our company. We want to win, we need to win. With people like Stadium Motorsports designing tracks, the sport has become extremely scientific. There is so much at stake here that many of the factories rent out the track before the race for a full data-gathering session. We bring our riders, mechanics, factory reps and others related to our racing efforts out to a track. We check frame geometry, suspension qualities, fiddle with different powerbands, tire tread patterns, gearing, carb jetting and even handlebar width to improve our lap times.

"And the Anaheim event is vitally important to everyone, not only in the final event, but in the Shotgun Showdown. With four riders on two different brands, you can't hide any shortcomings in machinery. We've got to be prepared, even to the extent of analyzing the soil! the content, the consistency, the contours, discussing a multitude of riding lines, anything and everything that can give us a second a lap advantage. With all the bucks we've got invested in supercross racing, it would be foolish not to give it a 100-percent effort."

In the final event the best riders on the best possible bikes are going all-out for 20 laps. With millions invested in them, you can bet that the factory backed racers won't be slouching. On the incredibly tough Anaheim course, it would be immediately evident if a rider didn't give his all.

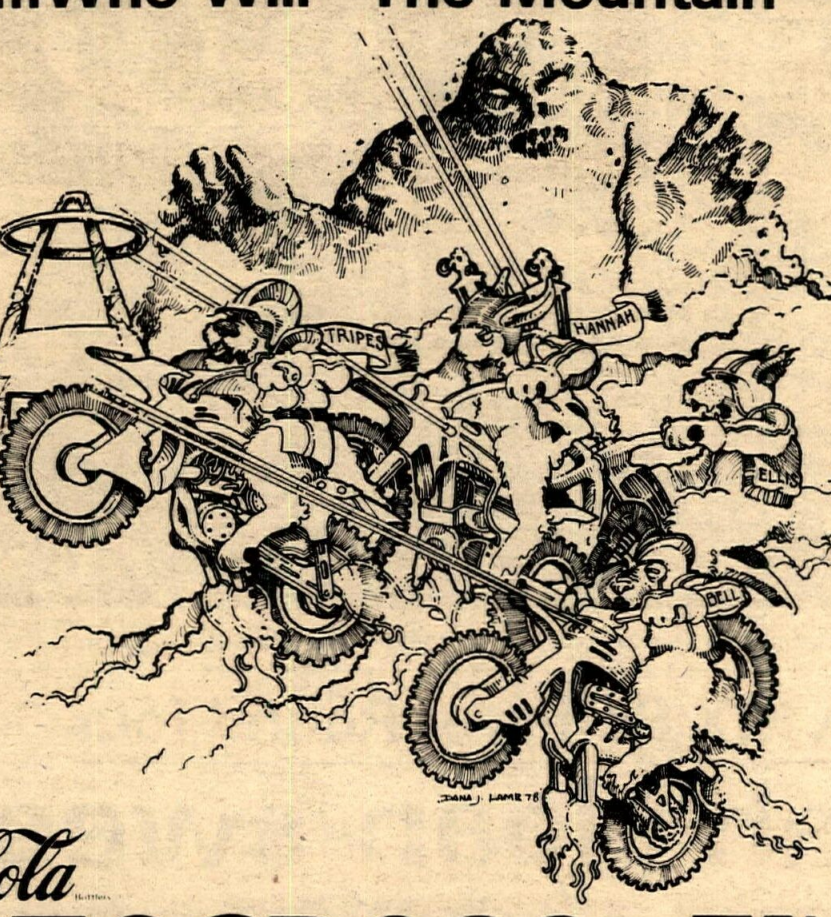
Then there is the Shotgun Showdown. Four riders, Bob Hannah, Marty Tripes, Mike Bell and Jim Ellis have all won a Supercross events in the 1978 season. After the final, the track will be cleared. It will already be in brutal shape from the evening's racing. It was tough before practice. Now it's seriously nasty. These four riders, and one more if one of the group doesn't win Anaheim, will engage in their own personal battle. For six laps the four previous winners will decide once and for all who the best, fastest and most successful racer in Supercross history really is. Six laps, four riders, and $3000 up for grabs. Each of the four riders is ready to take home the money that Quaker State Oil put up for the Shotgun Showdown. It's also important to each rider to win, because there are no excuses, no "if only...," just wide-open, man-against-man battling for six screaming laps.

The Coca-Cola Motocross Finals, as the name implies, is the last race of the season. Each of these riders wants to go out in style, yet only one will emerge victorious. On November 11th the question of "Who is the fastest Supercross racer alive?" will be graphically answered.

One of the multi-lined computer designed Stadium corners.

...Who Will "The Mountain" Claim?...

106 FM KWEST ANNOUNCES



HONDA

GOODYEAR

IN-N-OUT BURGER

SCOTT USA

Coca-Cola

MOTOCROSS FINALS

ANAHEIM STADIUM

SATURDAY NIGHT NOV. 11

AMA

Malibu Grand Prix

SHOEI

I cannot attend this event, but please include me in the next events ticket mailing. ☐

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*If handling charge is not included, tickets will be held at Will Call Window.

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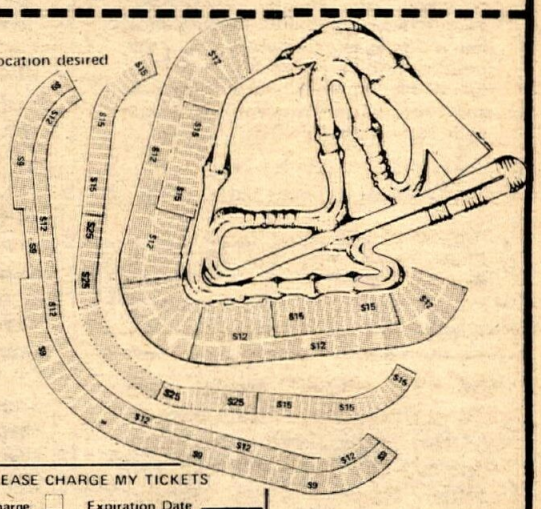

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Bob "Hurricane" Hannah stormed to another two-moto sweep in the Trans-AMA. Hannah has won seven of the eight motos held so far.

Trans-AMA MX Series — Round four

Hannah clean-sweeps Lake Sugar

By Jim Gianatsis

AXTON, VA, OCT. 15

Roger DeCoster may have styled for awhile at Unadilla last week, but when the Trans-AMA Series returned to Lake Sugar Tree Raceway, a more typical one-line American track,

Bob Hannah once again had his Yamaha back in the winner's circle. This was the third time that the Hurricane and the OW-38 prepared by Keith McCarty have cleaned house in both motos with come-from-behind charges — Hannah's trademark on tracks which his competition labels "impossible to pass on."

Collecting second overall in the 500cc International class was Husqvarna's Chuck Sun after nearly holding off Hannah's passing attempts in both motos in a clash for the overall victory. The acknowledged grand master of motocross, Roger DeCoster, had to accept third for the day on his works Suzuki. Two getoffs on the slick wet clay track in the opening moto dropped Roger from first to sixth position.

Team Yamaha didn't stop with the International class as National Champion Broc Glover collected his first 250cc Support class win of the series with his 1979 model Yamaha YZ-250F production bike prepared by Jim Felt. Once again Team Honda provided the top contenders as Warren Reid and Steve Wise took second and third, respectively, with their CR-250R stockers.

500cc International

It was DeCoster who dialed the start to perfection in the opening moto with a new experimental RN-420 works Suzuki, but hot on his knobbies was Jim Pomeroy, then Gary Semics, Chuck Sun, Rex Staten, Darrell Shultz, Pierre Karsmakers, Danny LaPorte, Denny Swartz and Bob Hannah. When a slick section of the well-watered course spun Roger out on the third lap, Pomeroy took to the front as Sun blasted Semics' Can-Am for second place. DeCoster then regrouped for third ahead of Semics.

Pomeroy was looking good in his second race on the works Honda since rejoining the circuit after his shoulder injury, and he quickly began to pull away from the rest of the pack with the breakneck speed he had exhibited last weekend at Unadilla — this time without crashing. Jim built up a huge lead at the 15-minute mark, only to see it disappear when he stalled the RC-450 in a turn. Sun and DeCoster closed the distance.

"The bike was handling funny, and I was riding too hard to compensate for it. That's why I kept stalling," explained Pomeroy. "The forks were bottoming terribly over the jumps. When I got back to the pits after the race I saw one of my fork caps was missing and the other was about to fall off. All the oil had blown out and the whole front end was about to collapse!"

After pressing Pomeroy hard for a number of laps, Chuck Sun finally got past the ill-handling Honda to secure the lead mid-point in the race. DeCoster dropped back to seventh place when he stuck his front wheel in a soft berm and got pitched over the bars.

Hannah, meanwhile, had moved up to fourth place, but was balked for a number of laps in trying to get past Semics on the tight course. Once Bob made it clear, Pomeroy's ailing bike was no problem, and the Hurricane moved quickly into second place and closed on Sun.

LaPorte went down on the slick stuff also, and dropped out of the top 10. The order at the 40-minute point was Sun, Hannah, Semics, Kent Howerton, DeCoster and Shultz. Pierre Karsmakers skidded his way sideways off a double jump and collected a free ride to the hospital. He later returned sore but uninjured.

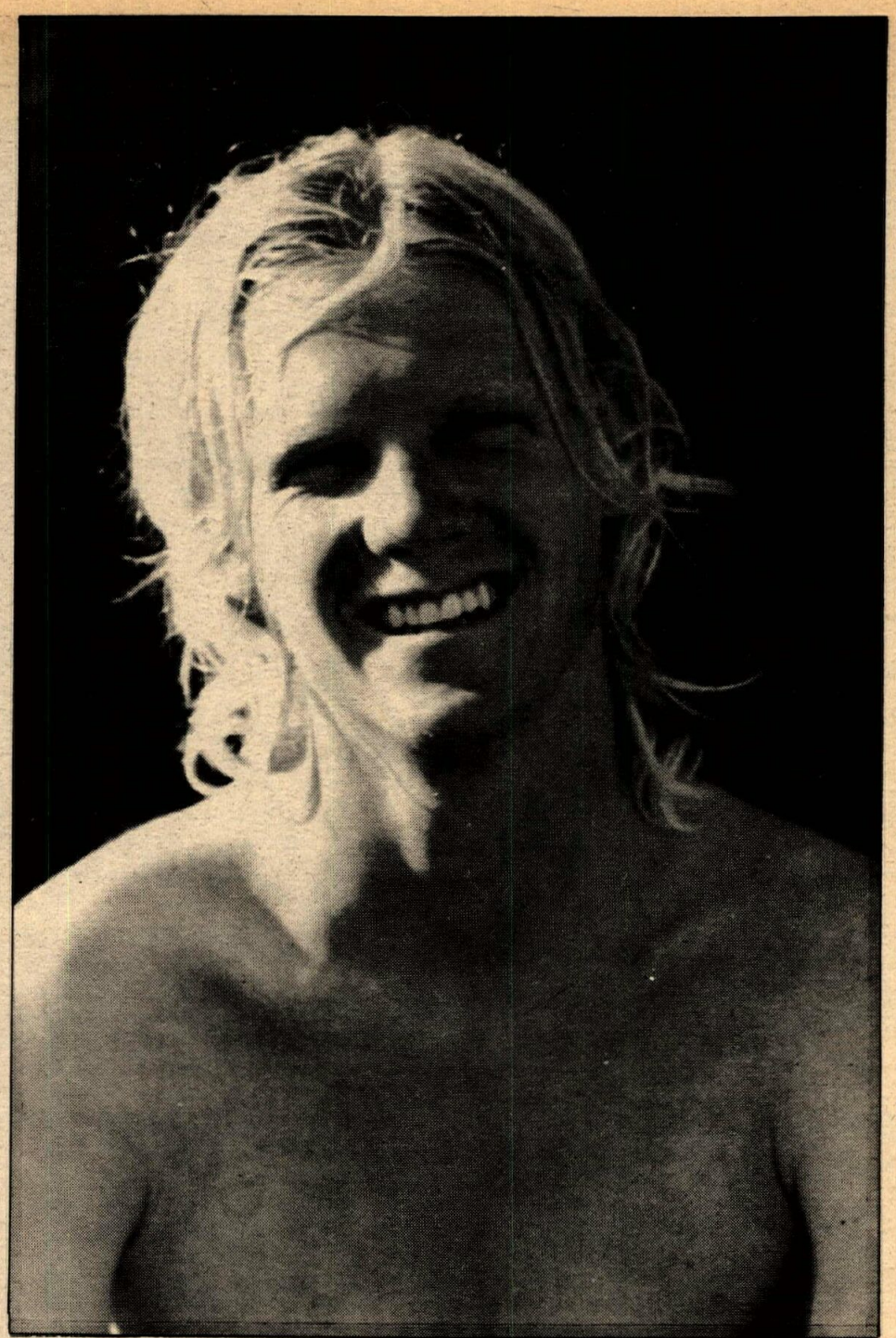
The closing laps had Hannah roasting Sun's rear fender and the crowd screaming themselves hoarse.

"We got the white flag. There was a slower rider in front of me on the off-camber sweeper turn which forced me down into the soft outside line. Hannah stayed high on the hard inside line and got me," Chuck explained losing his lead.

"Coming down from the signaling area, I squared the turn off, stayed up tight and got Chuck. Then I slowed up to make sure he wouldn't cut back over on me, but he lost his momentum on the uphill which followed." Hannah had taken the lead calculatingly to win.

Darrell Shultz put on a steady drive to move into fourth past Pomeroy on

Roger DeCoster (104) holds off Darrell Shultz. (Below) Marty Tripes charged in the second moto, but slowed inexplicably.



Broc Glover's smile is courtesy of a 250cc Support class win.

Tree, Sun second

the last lap as well while Howerton held onto his third place behind Hannah and Sun. The International class is a warm-up for Sun who has signed with Husqvarna to contest the 500cc World Championships next season.

Mayhem reigned in turn one of the second moto start as two separate crashes took out Stackable, LaPorte, Pat Moroney and Twigg. Throttling his way back into the lead was Chuck Sun with Swartz, DeCoster, Hannah, Staten, Shultz, Jimmy Weinert and Howerton nipping at the big black Husky's heels.

As usual, Hannah wasn't one to let the single lane track hold him back. On the third lap, Bob was in second behind Sun, but once again Chuck wasn't about to let Bob move up much closer. For 20 minutes Sun dodged and weaved to hold the Hurricane at bay.

Behind the two leaders was the most exceptional free-for-all seen in this year's series as an eight-way battle developed for third spot lasting nearly the entire race among DeCoster, Swartz, Howerton, Shultz, Mosier, Weinert, Tommy Croft, Graham Noyce and Staten. LaPorte joined the fray in the later stages after working his way back up front in the starting line melee. Casualties were everywhere as Noyce received a little help from Howerton in skyshooting a berm, Staten snapped a steering stem and Weinert blew his rear chain.

By the halfway point in the race Hannah had grown impatient with Sun's defensive moves in trying to hold onto the lead. It was time to do something about it. The weekend before Bob had learned from DeCoster the consequences of trying to stuff your opponent from the outside of a turn. This time he jammed inside of Chuck in an attempt to take the lead which sent Chuck bouncing over the turn's berm while using the Husky for a Yamaha hook shot into the lead.

But was Hannah's lead secure? It hardly seemed like it as Marty Tripes appeared, seemingly out of nowhere, after knifing his way through the free-for-all behind Hannah and Sun.

In the first moto, Marty had ridden like an old lady for no explainable reason to collect 23rd place. Now he was the fastest rider on the track as he closed on Sun, then passed Chuck almost instantly for second. He closed on Hannah at a rate of nearly two seconds per lap. Marty was within passing distance with two laps to go for the checkered flag. Hannah was ready to fight him off in what would have probably been the series' meanest clash thus far, but just as suddenly as he had appeared from nowhere, Marty backed off the gas to let the Hurricane win easily! The fans, announcer Dave Despain and everyone else was left slack-jawed.

Back in the pits after the race, Tripes' only explanation for why he had slowed down was a hardly believable, "We had some problems those last two laps. Just say we were testing. This was a testing session." The Honda had looked and sounded perfect the entire time.

Hannah, meanwhile, had the day's overall win again and now held a large enough cushion in the points standings to sit out the next race if he felt like it!

250cc Support

"Well, I finally won a race," beamed Yamaha's blond bomber, Broc Glover. "Now I don't feel so bad about leading the point standings without a win to my credit."

Broc was definitely a hard act to follow as he grabbed the lead with his hot YZ-250F stocker in round one and when pursuer Warren Reid bailed off his Honda after the first lap, the race was all Broc's. Behind were a number of heavy-duty scuffles between DG's John Savitski, privateer Greg Theiss, Luft's Ron Turner, Honda's Steve Wise and LOP's Marty Moates.

Race two saw KTM's Mike Guerra recovering from a slow start to lead unchallenged from start to finish. Steve Wise moved up to give Glvoer a good dice for second on the last lap in a pass and repass match that still ended with Broc ahead of Steve at the finish. ●

Results

500cc INTERNATIONAL: 1. Bob Hannah 1-1 (Yam); 2. Chuck Sun 2-4 (Hus); 3. Roger DeCoster 6-3 (Suz); 4. Kent Howerton 3-7 (Suz); 5. Darrell Shultz 4-8 (Mai); 6. Graham Noyce 8-9 (Hon); 7. Gary Semics 7-10 (C-A); 8. Jim Pomeroy 5-13 (Hon); 9. Danny LaPorte 19-6 (Suz); 10. Marty Tripes 23-2 (Hon); 11. Tommy Croft 16-5 (Hon); 12. Gayon Mosier 10-11 (Kaw); 13. Denny Swartz 11-12 (Mai); 14. Marty Smith 15-15 (Hon); 15. Rex Staten 9-DNF (Yam); 16. Tony DiStefano 19-14 (Suz); 17. Mickey Kessler 17-16 (Yam); 18. Jimmy Weinert 12-DNF (Kaw); 19. Koji Masuda 14-DNF (Suz); 20. Steve Stackable 18-18 (Kaw).

250 SUPPORT: 1. Broc Glover 1-2 (Yam); 2. Warren Reid 2-4 (Hon); 3. Steve Wise 4-3 (Hon); 4. Mike Guerra 9-1 (KTM); 5. John Savitski 5-5 (Yam); 6. Marty Moates 7-6 (Hon); 7. Ron Turner 6-8 (Yam); 8. Ron Pomeroy 12-7 (Hon); 9. Frank Stacy 11-10 (Yam); 10. Mickey Boone 8-13 (Kaw); 11. Greg Theiss 3-23 (Hon); 12. Jim Turner 13-11 (Hon); 13. Mark Garrison 27-9 (KTM); 14. Roger Brown 15-16 (KTM); 15. Dan Turner 10-DNF (Yam); 16. Edwin Moor 22-12 (Mai); 17. Monte Anderson DNF-14; 18. Tod Perkins 17-18 (Yam); 19. Pat Snyder 14-22; 20. Mark Rakestraw 21-15 (Mai).

TRANS-AMA MX SERIES POINT STANDINGS: 1. Bob Hannah (197); 2. Roger DeCoster (135); 3. Graham Noyce (121); 4. Marty Tripes (112); 5. Rex Staten (106); 6. Denny Swartz (99); 7. Chuck Sun (95); 8. Tommy Croft (87); 9. Kent Howerton (78); 10. Gaylon Mosier (72).

250cc SUPPORT CLASS POINT STANDINGS: 1. Broc Glover (159); 2. Warren Reid (152); 3. Steve Wise (141); 4. (Tie) Mickey Boone/Marty Moates (120).

(Above) For the sixth time, Mike Bast was atop the victory podium. Gene Woods (right) and Bobby Schwartz flank him. (Below) Bast was upset in one of his events by Tom Morley (inside).

Bast shakes off injuries, wins sixth U. S. Speedway title

By Dennis Greene

COSTA MESA, CA, OCT. 14

A question mark up until 30 minutes before the race, Mike Bast shook off several injuries to win his sixth U. S. National Speedway title over Gene Woods, Bob Schwartz and Alan Christian.

Would he ride? Could he ride? Could he win the U. S. title for the sixth time? All the questions were about the defending U. S. National Speedway Champion, Mike Bast.

The trouble started two months ago when Mike crashed at Costa Mesa, tearing the muscles loose in his shoulder. He was off for several weeks, then rode the last qualifying rounds to get into the Championship. While he was racing up north, he was hurt again after running into the crash wall and splitting his knee open. He took a week off and came right back to win the California State Championship at San Bernardino, even though it was all he could do to walk. But the worst was yet to come.

During the two-week period that there were no races, and while the track was set up for the National, Mike was embroiled in a dispute about a new tire that he wanted to use. This was the same tire that was used in England for the World Final, but because there were not enough to go around, a vote was taken against their use this year. In anger, Mike slammed his fist down on the table, but did not see the water glass under his right elbow. The glass broke and went through the elbow, cutting everything in its way. It took over 90 sutures to put him back together. He came to the race track Saturday night still not knowing for sure if he could get a doctor's release to race. At 7:30 that night, the doctor retaped his arm, gave him a pat on the back and said, "Go for it!"

He tried to put his leathers on, but because of all the tape he could not get them on, so he cut the seam of the sleeve, put them on and taped over the seam to hold them in place. It did not look good, but he wanted to race.

He won his first race with Alan Christian taking second. Alan was just one rider out of a half-dozen who were figured to give him a bad time.

In round two, it was Bob Schwartz taking the number two spot, again behind Mike Bast. Then in round three, there was the first upset of the night. Mike lined up with Tom Morley, Louis Lindwall and Tom Ferris. This should have been the easiest race of the night for Mike, but it cost him one point when Tom Morley just plain outrode the field for the win. Mike took second.

At that point, there was a three-way tie for first place between Brad Oxley, Tom Morley and Mike Bast.

Round four again went to Mike Bast, with Danny Becker taking second. Also in round four, Gene Woods won his race, moving him into the top three spots. In fact, if he could win his next race and Mike ran third or fourth, Gene would be the new Champ.

In round five, the last chance to earn points, the whole scorebox got turned inside out.

Bob Schwartz won, putting him in a run-off for third place with Alan Christian, who won his last round, ending up with 11 points. Gene Woods won and was high-point man with 12.

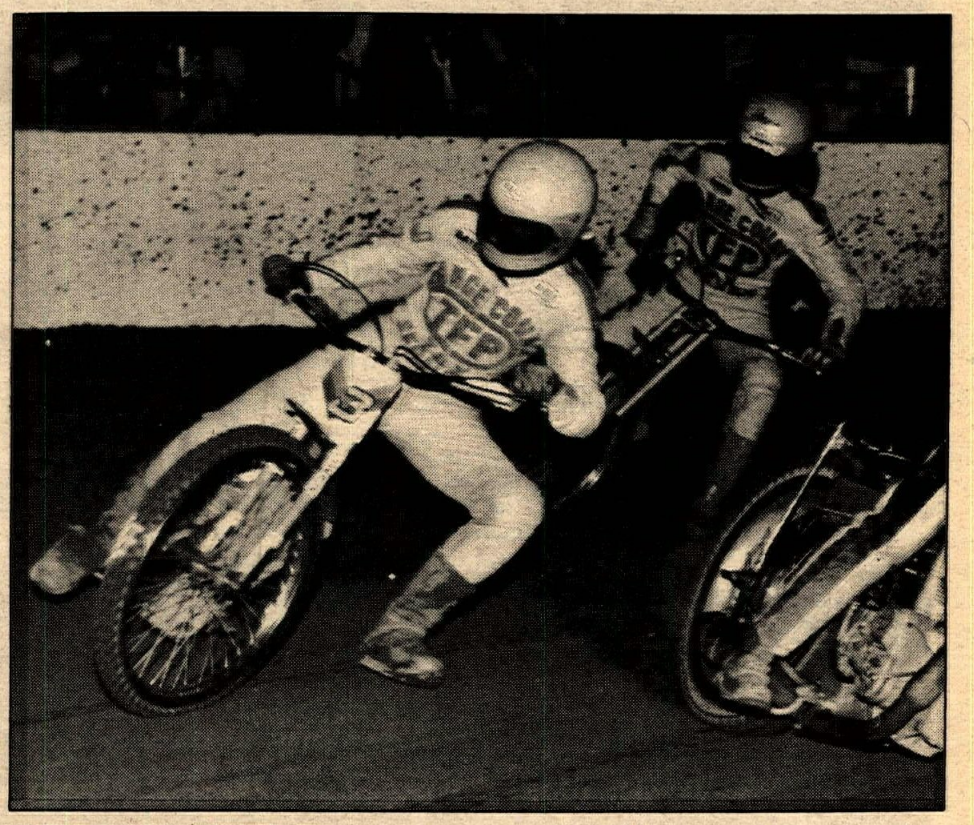
It all came down to the last race. Mike Bast only had 11 points. If he won, he would earn three points and end up with a total of 14 and the title, second place would still give him two points and the title. Third would put him in a run-off with Gene Woods and if he got no points, he would have had to race a three-man run-off with Christian and Schwartz for second, then one to see who would be third.

As it worked out, Mike got the far outside spot for a starting slot, with young Brad Oxley right beside him. Dennis Sigalos had the pole and Steve Columbo started in box two.

Sigalos took over from the very moment the gate went up as everyone in the place came to their feet. Oxley put the move on Mike several times, but Mike hung in there for the two points and his sixth U. S. National Speedway title, his fourth in a row. ●

Results

1. Mike Bast (13); 2. Gene Woods (12); 3. Bob Schwartz (11); 3. Alan Christian (11); 4. Tom Morley (10); 5. Dave Sims (9); 5. Brad Oxley (9); 6. Dennis Sigalos (8); 7. Danny Becker (7); 7. Ron Preston (7); 7. Shawn Moran (7); 8. Sonny Nutter (6); 9. Louis Lindwall (5); 10. Tom Ferris (3); 11. Mark Cherry (1); 11. Dan McNeill (1).



(Above left) Bobby Schwartz, here on the inside of Danny Becker, finished third. (Above) Alan Christian, battling Shawn Moran, took a fourth. (Below) Gene Woods, shown leading teammate Sims, was one point back of Bast.

U.S. National Speedway Championship Program

Event No. 1 — COLLINS AUTOMOTIVE

Rider	Score
139 - SHAWN MORAN	1
48 - TOM MORLEY	3
7 - MARK CHERRY	0
145 - BRAD OXLEY	2

Event No. 2 — ORANGE COUNTY TAX SERVICE

Rider	Score
168 - LOUIS LINDWALL	1
126 - BOB SCHWARTZ	3
12 - STEVE COLUMBO	0
22 - DANNY BECKER	2

Event No. 3 — ORANGE COUNTY TAX SERVICE

Rider	Score
55 - RON PRESTON	2
4 - DAVE SIMS	3
30 - DENNIS SIGALOS	1
36 - TOM FERRIS	0

Event No. 4 — ORANGE COUNTY TAX SERVICE

Rider	Score
1 - MIKE BAST	3
19 - SONNY NUTTER	0
28 - ALAN CHRISTIAN	2
3 - GENE WOODS	1

Event No. 5 — ORANGE COUNTY TAX SERVICE

Rider	Score
3 - GENE WOODS	3
139 - SHAWN MORAN	2
168 - LOUIS LINDWALL	1
30 - DENNIS SIGALOS	0

Event No. 6 — WESTERN WHEEL

Rider	Score
19 - SONNY NUTTER	3
55 - RON PRESTON	1
48 - TOM MORLEY	2
12 - STEVE COLUMBO	0

Event No. 7 — ORANGE COUNTY TAX SERVICE

Rider	Score
4 - DAVE SIMS	1
1 - MIKE BAST	3
126 - BOB SCHWARTZ	2
7 - MARK CHERRY	0

Event No. 8 — INTERNATIONAL SPEEDWAY

Rider	Score
145 - BRAD OXLEY	3
22 - DANNY BECKER	0
36 - TOM FERRIS	1
28 - ALAN CHRISTIAN	2

Event No. 9 — ORANGE COUNTY TAX SERVICE

Rider	Score
12 - STEVE COLUMBO	0
28 - ALAN CHRISTIAN	3
139 - SHAWN MORAN	2
4 - DAVE SIMS	1

Event No. 10 — GAIL VAN

Rider	Score
36 - TOM FERRIS	0
168 - LOUIS LINDWALL	1
1 - MIKE BAST	2
48 - TOM MORLEY	3

Event No. 11 — ORANGE COUNTY FOOD SERVICE

Rider	Score
22 - DANNY BECKER	3
30 - DENNIS SIGALOS	2
7 - MARK CHERRY	0
19 - SONNY NUTTER	1

Event No. 12 — ORANGE COUNTY TAX SERVICE

Rider	Score
3 - GENE WOODS	2
145 - BRAD OXLEY	3
55 - RON PRESTON	1
126 - BOB SCHWARTZ	0

Event No. 13 — INLAND SPEEDWAY

Rider	Score
139 - SHAWN MORAN	0
22 - DANNY BECKER	2
1 - MIKE BAST	3
55 - RON PRESTON	1

Event No. 14 — AL MARTINEZ

Rider	Score
30 - DENNIS SIGALOS	2
48 - TOM MORLEY	0
126 - BOB SCHWARTZ	3
28 - ALAN CHRISTIAN	1

Event No. 15 — ORANGE COUNTY TAX SERVICE

Rider	Score
7 - MARK CHERRY	0
36 - TOM FERRIS	2
3 - GENE WOODS	3
12 - STEVE COLUMBO	1

Event No. 16 — ORANGE COUNTY TAX SERVICE

Rider	Score
168 - LOUIS LINDWALL	2
19 - SONNY NUTTER	1
4 - DAVE SIMS	3
145 - BRAD OXLEY	0

Event No. 17 — HOBIE CAT

Rider	Score
126 - BOB SCHWARTZ	3
36 - TOM FERRIS	0
19 - SONNY NUTTER	1
139 - SHAWN MORAN	2

Event No. 18 — ORANGE COUNTY TAX SERVICE

Rider	Score
48 - TOM MORLEY	2
3 - GENE WOODS	3
22 - DANNY BECKER	0
4 - DAVE SIMS	1

Event No. 19 — CYCLE NEWS

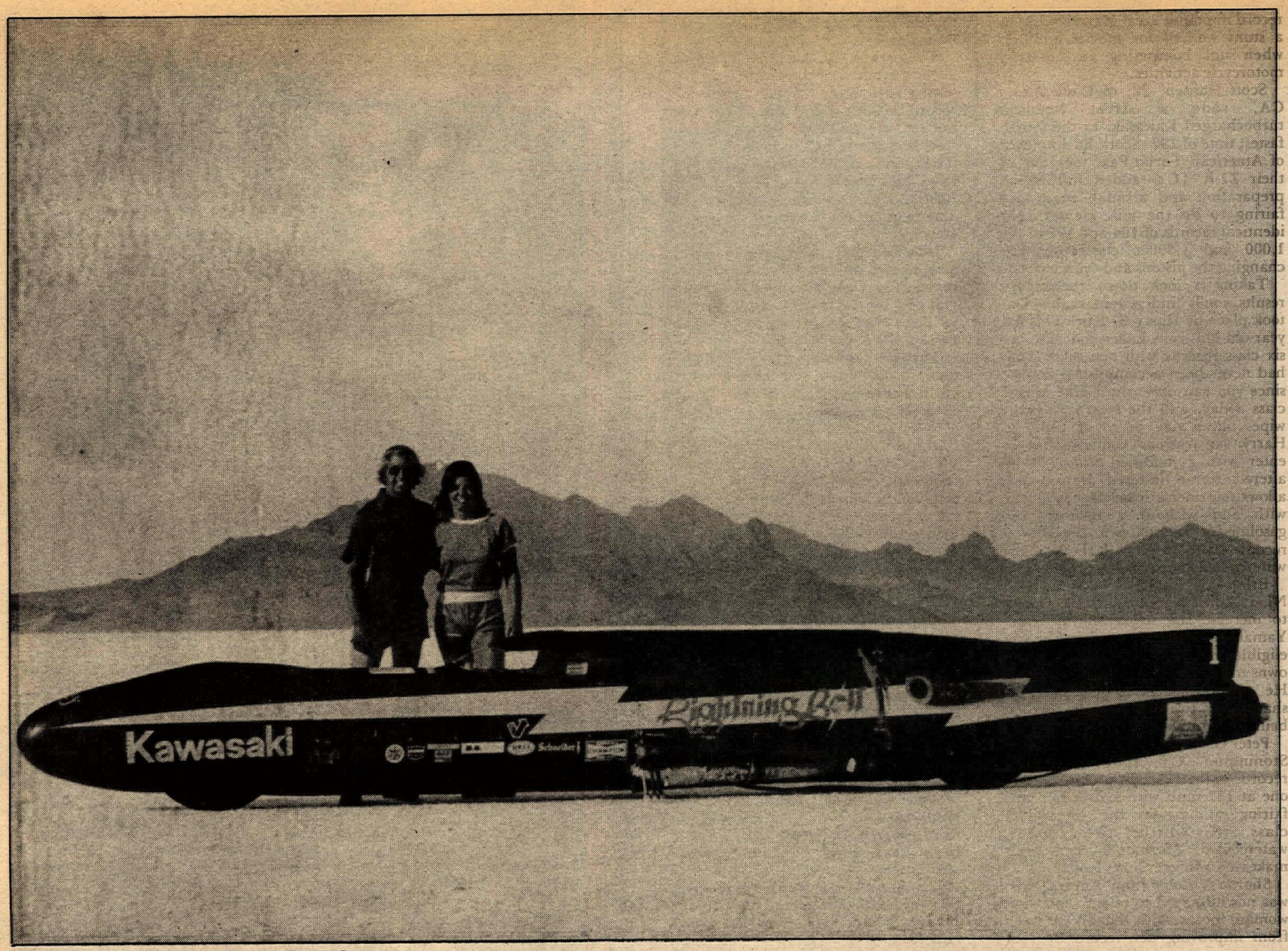
Rider	Score
28 - ALAN CHRISTIAN	3
7 - MARK CHERRY	1
55 - RON PRESTON	2
168 - LOUIS LINDWALL	0

Event No. 20 — BEL-RAY

Rider	Score
30 - DENNIS SIGALOS	3
12 - STEVE COLUMBO	0
145 - BRAD OXLEY	1
1 - MIKE BAST	2

SCORED POINTS

Rider	Ride 1	2	3	4	5	Total
1 - MIKE BAST	3	3	2	3	2	13
3 - GENE WOODS	1	3	2	3	3	12
4 - DAVE SIMS	3	1	1	3	1	9
7 - MARK CHERRY	0	0	0	0	1	1
12 - STEVE COLUMBO	0	0	0	0	0	0
19 - SONNY NUTTER	0	3	1	1	1	6
22 - DANNY BECKER	2	0	3	2	0	7
28 - ALAN CHRISTIAN	2	2	3	1	3	11
30 - DENNIS SIGALOS	1	0	2	2	3	8
36 - TOM FERRIS	0	1	0	2	0	3
48 - TOM MORLEY	3	2	3	0	2	10
55 - RON PRESTON	2	1	1	1	2	7
126 - BOB SCHWARTZ	3	2	0	3	3	11
139 - SHAWN MORAN	1	2	2	0	2	7
145 - BRAD OXLEY	2	3	3	0	1	9
161 - DAN McNEILL R				1		1
168 - LOUIS LINDWALL	1	1	1	2	0	5
222 - JOHN SANDONA R				0		0



The streamliner and its two pilots. Don Vesco went 333 mph one way; Marcia Holley had a two way average of 229.361 with one engine.

Bonneville National Speed Trials

Vesco hits 333 mph, Holley first woman in 200 mph Club

By Paul Flanders

WENDOVER, UT, SEPT. 24-30

Two precedents were broken at this year's speed trials: A motorcycle took top speed of the event over the cars, and seven days of perfect weather were enjoyed by all.

Don Vesco, 39, of La Mesa, CA, has competed at Bonneville for many years and set many records in various classes with both cars and motorcycles. He has also been the motorcycle land speed record holder at over 300 mph for three years. But this was the first year he could get it together to take the fastest one-way speed of the week. His qualifying run of 330.27 late Tuesday earned him the top speed trophy officially.

Due to the logistics and layout of the "Speed Week" course to handle approximately 250 entries, only a three-mile approach to the timed record mile was permitted, differing from the five-mile approach during "private time" events, as when Vesco set the 318 mph record in August. His speed of 330 was recorded in the last timed mile of the course (four miles approach), and that would not allow enough approach in the opposite direction to build up speed for a record.

Vesco came out for record runs the next morning just to stroke it down at about 260 in the north run and come back all out on the return run to pick up the time given out for the last timed section of the course (giving him a five mile approach for a fast one-way speed). His speed in this section was 333.117. Since the speeds in both directions which are averaged together to set a record must be attained in the same piece of real estate, his official average of 294.996 mph was a little short. Vesco's run was really just a show of power and tuning run for what could be done after speed week if necessary.

Dave Campos, 36, of Albuquerque, NM, riding Bob George's Harley-powered Jammer Streamliner, is the only one with the potential currently to break Vesco's record. Some new refinements to this machine included fuel injection to the two 1500cc H-D motors. But connecting rod, clutch and transmission problems plagued them all week, and they turned a best time of 245 mph.

The Jammer definitely has the potential for runs in the 350 mph range as soon as they get everything operating as it should. It took Vesco about five years to set and hold onto the record. The Jammer is almost through with its initiation and ready for some serious contention after three years ironing the bugs out. Practicing for Bonneville is virtually impossible with a streamliner, so it's 11 months of preparation and second-guessing what could go wrong, then one week of finding out. If you break some specially machined part that took four days to make, you're out of luck for a long time. The Jammer will be back!

The third fastest time of the event for motorcycles belongs to a young lady by the name of Marcia Holley from San Juan Capsitrano, CA. She teamed up with Vesco and Kawasaki to ride in Don's streamliner to a single-engine supercharged class record of 229 mph. In so doing she became the first woman to join the elite Isky-Bonneville 200 mph Club.

Not afraid to get her hands dirty, Marcia was also the major component of Vesco's all female pit crew (wife Norma Vesco and Susan McCarty were the others) when not riding. Marcia learned how to handle the 'liner in only eight runs. When she finished her record run, she parked the 'liner, non-stop, unassisted, right next to the official's trailer in the

record impound area! Marcia works as a stunt woman for movies and ads when not competing in amateur motorcycle activities.

Scott Hansen, 22, of Costa Mesa, CA, rode a street licensed turbocharged Kawasaki to the fourth fastest time of 197. Scott, an employee of American Turbo-Pak, took one of their Z1-R TC's, added full racing preparation and a small road race fairing to do the job. He set near identical records of 194 and 197 in the 1,000 and 1,300cc classes by just changing the pistons and cylinders.

Taking a look down the record results you'll find a remarkable feat took place by Harry B. Fair. This 27-year-old lad from Lakewood, CO, set six class records with one bike. That had never been accomplished before, since you can only run a bike in one class a day, and the weather usually wipes out a day or so of running. Harry ran various combinations to enter with a modified frame or an altered frame (altered frame class allows the rider a lower frontal area), with and without a fairing, and gasoline or fuel classes. His fastest record was 135 mph with the Yamaha watercooled 250cc road racer.

Brian Eriksen, 30, of West Milford, NJ, installed a .5mm offset crankpin to increase the stroke of his 350cc Yamaha by .040". By so doing he was eligible for the 500cc class. He already owns many of the 350cc class records. He then proceeded to make a shambles of five class records, the best being a 157 mph run.

Peter Grufstedt took home to North Stonington, CT, four more class records in the 125cc bracket. The best one at 137 mph with a dust bin type fairing running in the streamliner class. His little two-cylinder, watercooled, Morbidelli road racer makes many bigger bikes look slow.

Sharon Vickery from Aurora, CO, was not dismayed to relent the fastest woman motorcyclist honors to keep from improving her record by four mph to 144 on her 250cc Yamaha road racer.

Todd Frank, 20, Austin, TX, swung a leg over last year's production record setting Z1-R Kawasaki and upped the record by three to 150 mph. That may not set very well with Austin Harley-Davidson where he's a mechanic, but if he didn't ride it, someone else would have. Like maybe John Haider, 27, of Austin, TX, who set two records with a more modified Kawasaki, the best at 169 mph.

Jack Murphy, a Kawasaki jockey also, sleeved down a 652cc Kaw to run in the 650cc class. He added a turbo to make up for the lost displacement and set three class records with a 163 mph best.

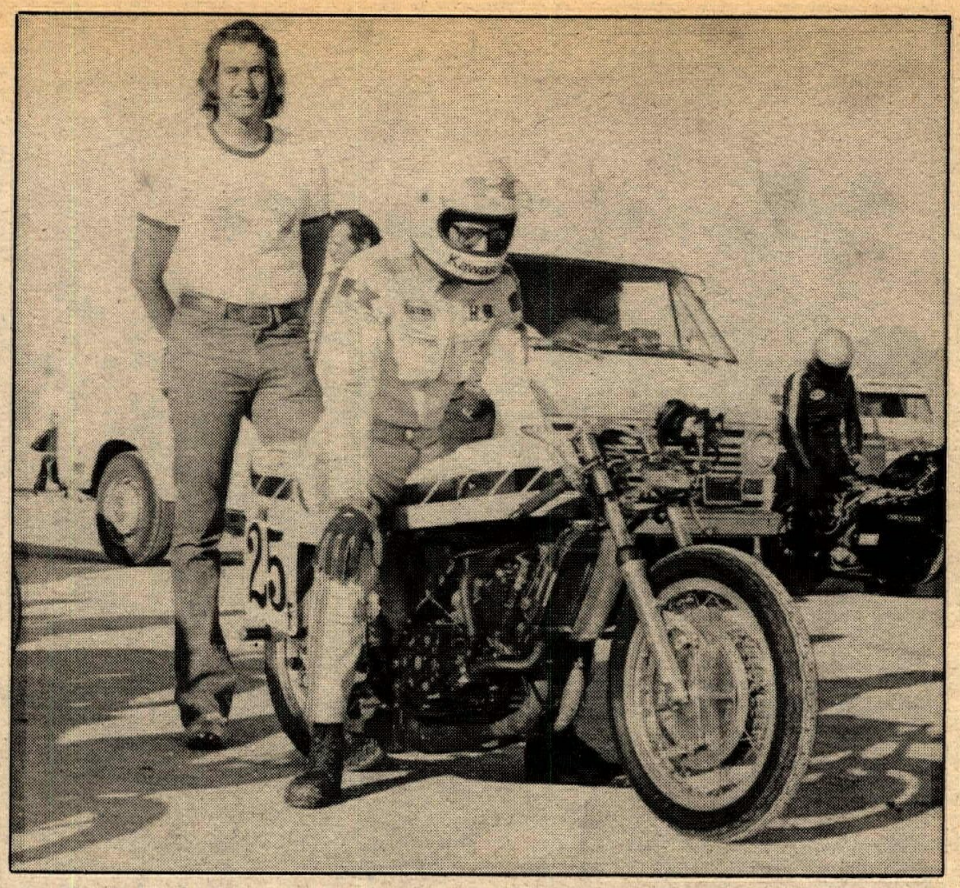
Two mishaps occurred during the event. Roger Swim from Phoenix got off his Harley while attempting to start it and broke his collarbone. John Ulver of Camas, WA, had his Vincent's transmission seize which sent him sliding on his back at 120 mph resulting in a bad salt rash and possible broken wrist. One piece or zip-together leathers would have helped considerably.

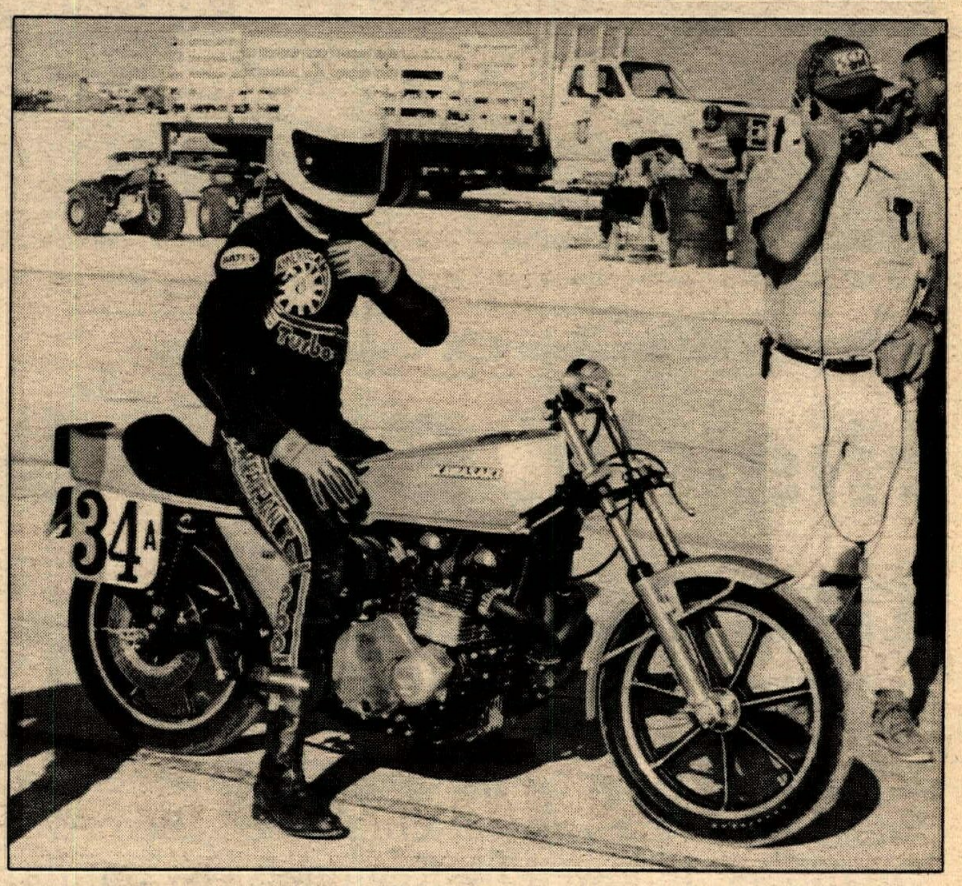
A few non-record, notable performances include: Rick Coatman's 146 mph on a Honda CBX; David Matson's 165 on an open frame Vincent; Mike La Follette's 148 on a Moto-Guzzi.

Conditions of the salt appeared to be improving this year. Except for some problems in dragging the course, the salt seemed a little thicker and slightly smoother this year. This is one event where the EPA has actually been taking steps in our favor. They have been working toward the preservation of the race track portion of the salt knowing that the races in no way deteriorate the local environment. However, they need our encouragement to keep working at it.

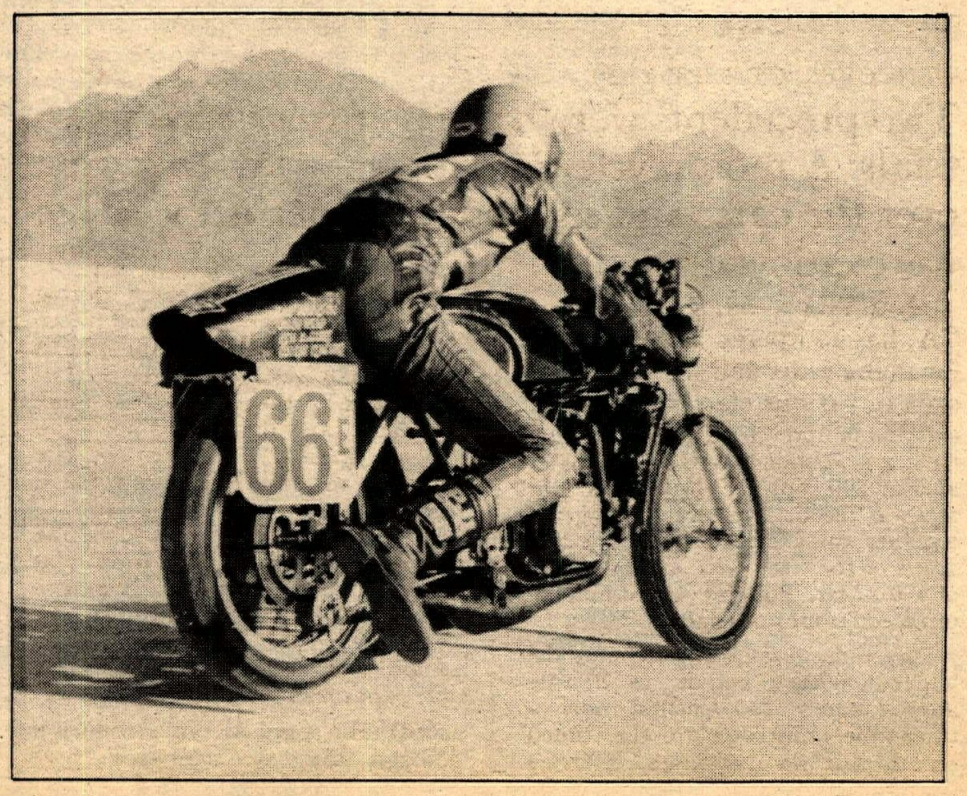
If you are interested in attending this event next year contact the Bonneville Nationals, Inc., Box 2729, Fullerton, CA 92633. ●

Class	New Record	Old Record	Rider	M/C
M-AF-50-4	69.633	68.820	William E. Bickerstaff	Suz
A-AG-125-5	115.460	105.928	Peter C. Grufstedt	Mor
A-AF-125-6	120.180	105.164	Peter C. Grufstedt	Mor
APS-AG-125-11	133.168	128.629	Peter C. Grufstedt	Mor
S-AF-125-16	137.399	110.000	Peter C. Grufstedt	Mor
M-AF-175-4	105.858	104.529	Dale Ebersole	Yam
M-C-250-2	131.497	125.854	Harry B. Fair	Yam
M-AF-250-4	133.539	125.567	Harry B. Fair	Yam
A-AG-250-5	133.022	128.096	Harry B. Fair	Yam
A-AF-250-6	130.898	125.306	Harry B. Fair	Yam
MPS-AG-250-9	144.387	140.898	Sharon K. Vickery	Yam
APS-AG-250-11	135.442	133.060	Harry B. Fair	Yam
APS-AF-250-12	130.598	122.296	Harry B. Fair	Yam
P-350-1	110.997	108.933	Charles R. Jensen	Yam
M-C-350-2	140.486	125.698	Charles R. Jensen	Yam
M-AG-350-3	138.995	118.577	Charles R. Jensen	Yam
M-AF-350-4	136.171	120.802	Charles R. Jensen	Yam
M-AG-500-3	139.006	130.016	Brian H. Eriksen	Yam
M-AF-500-4	145.220	137.219	Brian H. Eriksen	Yam
A-AF-500-6	142.602	132.875	Ted Gansberger	Hon
A-AB-500-7	140.073	125.178	Martin Zitko	Hon
MPS-AF-500-10	156.376	148.884	Brian H. Eriksen	Yam
APS-AG-500-11	157.236	144.317	Brian H. Eriksen	Yam
APS-AF-500-12	152.366	146.889	Brian H. Eriksen	Yam
APS-AB-500-13	154.301	128.539	Steven B. Alexander	Hon
A-AB-650-7	153.228	115.000	Jack Murphy	Kaw
MPS-AF-650-10	137.773	130.000	Chris Dolan	Kaw
APS-AB-650-13	150.225	130.000	Jack Murphy	Kaw
S-AB-650-17	163.722	155.000	Jack Murphy	Kaw
A-AB-1000-7	184.507	180.836	Scott J. Hansen	Kaw
APS-AB-1000-13	194.511	192.346	Scott J. Hansen	Kaw
P-1300-1	150.345	147.814	Todd Frank	Kaw
M-C-1300-2	150.984	146.161	Tom Elrod	Kaw
M-AG-1300-3	165.742	161.761	John F. Haider	Kaw
A-AF-1300-6	174.594	165.593	Tom Whiteman	H-D
A-AB-1300-7	178.630	175.406	Steve Green	Kaw
APS-AG-1300-11	169.888	165.117	John F. Haider	Kaw
APS-AB-1300-13	179.754	178.359	Ken Davis	Hon
APS-AB-1300-13	197.572	179.754	Scott J. Hansen	Kaw
S-AB-1300-17	229.361	183.957	Marcia Holley	Kaw
APS-AB-2000-13	176.520	167.520	Robert Tomrose	H-D





(Top) Harry B. Fair set six class records with his 250cc Yamaha, topping at 135 mph. (Above) Scott Hansen awaits his sans-fairing record run. He went 184 mph on the turbo Kaw. (Below) Brian H. Eriksen (Yam) set five 500cc records.



The 125cc National gets underway by Matt Horlocks (54), Dana Waxham (120) and Michael Lesson (31), with winner Chappy Blose (101) in mid-pack.

AMA National Amateur MX Championships

Hinkle, Blose & Bailey scale the summit

By Peter Magoon

HAMPTON, GA, OCT. 8

It was a long climb that lasted half the season. First there were District Qualifiers, then Area Qualifiers, followed by Regionals. By Sunday

only 120 Amateur riders had survived the grueling process of elimination and they descended upon Atlanta International Raceway for the final slugfest to decide who was really the best. At the end of a long, hard and dusty day, only three stood at the pinnacle. Chappy Blose, David Bailey, and Mark Hinkle had won, respectively, the 125cc, 250cc and 500cc AMA/Mr. PiBB/Toyota/Suzuki National Amateur Championships.

Clear skies, bright sun and a steady cool wind combined to foil the best efforts of the watering crew, making this an unusually dusty day of racing. Major course revisions had been made since the 125cc/500cc National held here in August to make passing easier on the tight track.

Promoter Bill West started things off on the right foot the night before with a free party for the participants, their families and crews. The next day former National Champion Mark Barnett was on hand to start things off by leading a parade lap of all participants around the course.

125cc National

Joey Nash led Kip Bigelow and Denis Hilgendorf through the first few turns, but Nash soon began slowing and had dropped way back by the fifth lap. Bigelow took over by the one-lap mark, but Hilgendorf soon caught him. Hilgendorf led through the twelfth lap as Chappy Blose of Arizona made a slow, steady climb from a fifth-place start to challenge for the lead. Denny Bentley and Ricky Shearer took over third and fourth as Bigelow began slowing severely. By the white flag, Blose had taken the lead from Hilgendorf to set the finishing order.

The second moto found Bentley jumping to an early lead, trailing behind him Dana Waxham and Alan King. Blose was having his problems as he crashed his Suzuki early and restarted in about 20th place. Bentley led through ten laps as Hilgendorf worked his way up from sixth to a comfortable second. Alan King dropped back sharply in the early laps and Waxham slowed, apparently due to banners caught in his rear wheel. In the meantime, Blose was making a remarkable rush through the ranks and nabbed a surprised Bentley on the tenth lap. Hilgendorf and Scott Watkins crossed the line in third and fourth, and that was the race.

Afterward Blose said, "I was confident in the first moto that I could do it after my okay start. In the second, I got worried after that crash, and I didn't think I could do it until I saw I was near the front. Then I got my energy back and really went for it."

250cc National

It looked like it was going to be all Shane Hruska as he leaped out in front and stayed there through twelve laps. Jeff Jacobson quickly moved into second ahead of Bruce Canteel. By the third lap they were getting some heat from a very determined David Bailey of Virginia, who had risen quickly after a collision with a downed rider had put him in mid-pack on the first lap. Bailey took his Bultaco to second on the fifth lap. James Lauer was shooting through the crowd after his own bad start and moved into fifth behind Canteel on the seventh lap. Bailey took the lead just before the white flag and held it as Lauer moved into fourth behind Hruska and Jacobson before the checkers.

Bailey came out smoking in the second moto followed by Hruska, Canteel and Matt Hibbard. Lauer also had a good start and had caught Canteel for third by the third lap. As Canteel settled into a comfortable fourth, Lauer began a process of hounding Hruska that lasted until the eleventh lap, when he finally got by. He then set off after Bailey, and, to everyone's surprise, erased a five-second deficit and caught him on the white flag lap. Bailey didn't offer much resistance since he already had the race sewed up.

A protest was lodged against Bailey after the race, charging that he had gone too wide in one corner, but it was denied. An elated Bailey said, "I was really nervous in the first moto since my engine had seized in practice, and then there was that crash and I got really down. I managed to put all that out of my mind and started gaining. In the second moto I knew that Lauer had the energy to hold the lead when he passed me, and I didn't see any sense in blowing it by chasing him."

500cc National

Dean Wiggins was the early leader, but was quickly pressured by Michigan's Mark Hinkle who passed him easily on the second lap. Hinkle then drew out a comfortable lead for the rest of the race. Bob Bremm ran third through lap seven when John Way nabbed him. They remained tight for a while with Wiggins holding a comfortable second. The Wiggins' rear rim gave out and he dropped out, so it was Hinkle and Way up front. Russel Hibbs and Roger Burman displaced Bremm for third and fourth.

John Way looked like he had the race sewed up from the first turn in the second moto. Glenn Taylor quickly caught Dan Gibson for second, but by lap four Taylor was getting pressure from Hinkle who soon got by. Dean Wiggins moved up through the pack to take fourth behind Taylor. Way looked as though he had a comfortable lead, but on the eleventh lap he

(Continued to page 14)

The Man wins a thrilla at Unadilla.

Neither snow, rain or a Hurricane could stop Roger DeCoster from winning the 3rd round of the Trans-AMA MX Series at Unadilla. Despite the freezing weather and the hot competition, Roger piloted his works Suzuki to a hard-fought 2-1 score in the 500cc class. Judging from the crowd reaction, it was a popular win by the famed Suzuki Team rider. It seems everybody in the world is glad The Man is back. Except, perhaps, the competition.

SUZUKI
The Fast One.

Bruce Canteel leads the 250cc class into the first turn, with Mark Lyons (51) Frank Flynn (42) and David Bailey (40) not far behind.

Dean Wiggins (111) leads the 500cc charge, followed by Denny Burkett (20), Robert Kizer Jr. (34), Fred Rorrer (40) and Glenn Taylor (32).

It took David Bailey (40) twelve laps to reel in Shane Hruska (47) in the first 250cc moto and Hruska followed Bailey for most of the second.

To avoid dust-blindness, you had to stay in front like Mark Greene (92), Mark Lyons (51) and Jeff Jacobson (61) early in the second 250cc moto.

(Continued from page 12)

crashed. He quickly restarted, but that was the only opportunity Hinkle needed as he shot by on his Montesa for the win.

"I never expected to catch him," said Hinkle, "but when he crashed at the end of that long downhill straight, I just went for it."

125cc Support

The support race gave some locals and friends of Amateur finalists a chance to show their stuff. Joe Cartell ran away with the first moto from the start, as Mark Murphy quickly displaced David Wiegirs for second. Distances between them stretched until the end of the moto.

In the second moto, it was Doug Jackson's turn to dominate as he led for the distance with Cartell never getting closer than sixth. Ben Bishop moved by Tommy Watts to hold a distant second place. Watts dropped out near the end, allowing Scott Hall and Mark Murphy into third and fourth.

Mark Barnett presented the top threesome with new Suzukis and huge silver trophies which were donated by Toyota. The top six in each class also received commemorative jackets from Toyota, and all participants received finalist plaques from promoter Bill West.

Results

125cc Support: 1. Doug Jackson (Suz); 2. Mark Murphy (Suz); 3. Ben Bishop (Yam); 4. Scott Hall (Suz); 5. David Wiegirs (Suz); 6. Joe Carttel (Yam); 7. Todd Oglesbee (Suz); 8. Lance Newsome (Suz); 9. Chip Didlake (Suz); 10. Don Curry (Yam); 11. Chris Hopper (Yam); 12. Robert Consalo (Suz); 13. Rick Lindell (Suz); 14. Mike Valed (Suz); 15. Kent Rice (Suz); 16. Phil Strough (Yam); 17. Mike Wagner (Yam); 18. Tommy Watts (Yam); 19. Ned Van Wagner (Suz).

125cc National: 1. Chappy Blose (Suz); 2. Denny Bentley (Suz); 3. Denis Hilgendorf; 4. Johnny Spaw (Suz); 5. Scott Watkins (Suz); 6. Dennis Blum (Suz); 7. Dana Waxham (Suz); 8. Matt Horlock (Suz); 9. James Johnson (Suz); 10. Ricky Shearer (Yam); 11. Ed Forsythe (Suz); 12. Thomas Rice (Suz); 13. Michael Leeson (Suz); 14. David Witter (Suz); 15. Jack Lane (Suz); 16. Jeff Surwall; 17. Brad Harrison; 18. Bob Allison (Yam); 19. David Brosseau (Suz); 20. Mike Patterson (Suz).

250cc National: 1. David Bailey (Bul); 2. Shane Hruska (Mai); 3. James Lauer (Yam); 4. Bruce Canteel (Yam); 5. Jeff Jacobson (Yam); 6. Matt Hibbard (Hon); 7. Dave Hollis (Yam); 8. Kris Bigelow (Yam); 9. Jim Werfin (Yam); 10. Jeff Sorensen (Yam); 11. Mark Lyons (Hon); 12. Jeff Ellens (Hon); 13. Cory Anderson (Hon); 14. Jeff Yochum (Suz); 15. Kevin Kipta (Hon); 16. Ted Cabral (Suz); 17. Brady Jass (Mai); 18. Frank Flynn (Yam); 19. David Mohr (Hon); 20. Eric Ortosky (Yam).

500cc National: 1. Mark Hinkle (Mon); 2. John Way (Yam); 3. Russel Hibbs (Yam); 4. Glenn Taylor (Mai); 5. Brian Schoenberg (Yam); 6. Roger Burman (Hon); 7. Greg Cox (Suz); 8. Moroni Duke (Mai); 9. Dean Wiggins (Mai); 10. Richard Buttner (Yam); 11. Bruce Newman (Yam); 12. Bob Bremm (Yam); 13. Chuck Partridge (Yam); 14. Dave Nissen (Yam); 15. Rick Shafer (Mai); 16. Philip Cramton (Yam); 17. Denny Burkett (Mai); 18. Jay Oosterhouse (Yam); 19. Dave Bliss (Yam); 20. Mike Treadway (Mai).

(Left to right) Cosmopolitan Motors sponsored Mark Hinkle, Mark Barnett, David Bailey, riding for Gary Bailey's Cycle Barn, and Arizona's Chappy Blose.

Attention California Motorcycle Riders SO. CAL. M.C. regrets that

B.L.M.

Cancelled

the AMA Sanctioned California State Championship Hare & Hound of Oct. 22, 1978 at Olancha, Calif.

(Above) Winner Don Sanford (left). (Below) Mike Hannon had the best score, but was disqualified. He has appealed.

On his way to another National enduro title, Dick Burleson was fifth.

AMA National Enduro Championship Series

Sanford thumps Cal State 100

By Larry Langley

LUCERNE VALLEY, CA, OCT. 8

Team Honda's Don Sanford won the Double Crossers M.C.'s Cal State 100 National Enduro when ex-teammate, Yamaha-mounted Mike Hannon, was disqualified following a rider's protest that Hannon appropriated his gas. Sanford was riding a factory XR-500 four-stroke, bringing Honda their first National Enduro win aboard the twin-pipe thumper.

AMA District 37's number one 250cc class rider Mike Adams took second overall and first 250cc A honors on "Old Red," a '76 CR-250 Honda which at first glance would be written off as an obsolete motorcycle. Mike, however, obviously is in tune with the bike and manages to ride it *very* fast. Third overall went to Sanford's teammate Rick Munyon who picked up the Open A win on another XR-500 factory bike. Both bikes are tuned by famed four-stroke mechanic Bill Bell.

Hannan parted company with Honda just the week before in what was described as a mutual disengagement. Mike then picked up a YZ-400.

The enduro almost turned out to be a real mess when the first riders missed turn arrows right off the start, and went straight and picked up incoming end-of-loop ribbon instead. The combination of dust and riding into the morning sun led to serious visability problems and the turn problem didn't get straightened out until around rider number 30, well into the B rider ranks.

Referee John Townsend assessed the situation and made the decision to count just the first loop as an observation loop for the A and B riders. The C riders were scored on the first loop as they followed behind the B riders.

Word was relayed to the checks to let the A and B riders know that the loop would be observation only and that an extra hour would be allowed between the first and second loops to let everyone complete the loop without having to try and banzai 20 or 30 minutes late time. A few riders didn't get the word and really busted their butts trying to catch up. The loop was challenging for the C and B riders and the hot weather contributed to rider fatigue.

Hannon's problems started when he came into the gas stop 28 miles into the loop, and his gas wasn't there. Apparently, a friend was supposed to deliver it but didn't make it. Mike then poured gas into his bike from another rider's can instead of riding into the pits only .8 mile away and getting gas back at his truck. Mike told a Double Crosser club member that he used the gas and that the rider should use his gas when it arrived. When the rider arrived, discovered his gas gone and was told that Hannon had used it by observers, he was furious.

At the lunch break he filed a written protest with the referee. It was an unfortunate incident, and when Hannon went on to post the best score it presented an additional headache for Townsend. He made the decision to disqualify Hannon and let the AMA rule on Hannon's appeal. The actual disqualification was for unsportsmanlike conduct.

Team Husky's Dick Burleson came out from Ohio to try and lock up his fifth consecutive National Championship Enduro title. With six wins under his belt, he planned to ride conservatively, try for a high placing and avoid getting hurt. He was mounted on a '79 CR-250 Husky which featured a new frame design, airbox and 11" of travel front and rear.

The second loop speed averages looked high on paper, and they were. A number of resets and a variety of speed averages kept the riders guessing. As it turned out there were a couple of time-keeping checks (at least for the better riders), a couple they had to hustle to, and one absolutely unzeroable section.

Burleson's version of the second loop: "It was kinda strange. At first I wasn't having any problems keeping on time, and I expected a check. But the terrain kept getting tighter and tighter, and before I knew it I slipped out of my mintue and there was the check!

"The second time it happened, it was a few minutes before I realized I was in the special test and I dropped five minutes there. Then we were in a 12 mph section, and I could see this bad uphill ahead with riders all over it. I waited until 30 seconds before my minute and gassed it up and around and rode into the check on top about 10 seconds early. I forgot how slow 12 mph is!"

Ed Farrell was sitting at the bottom of the downhill contemplating how he could have lost his timecard and watched Burleson on the hill: "Very impressive. He sure knows how to pick the right line!"

Sanford burned the check-in by a few seconds and then smoked it losing just four points between checks. Only Hannon bettered his time.

Chess Gaver found himself unhurt but six feet down in a bulldozed mine hole. Somehow he managed to get himself and his bike out but it looks like he has a new nickname.

District 36's Number One, George Hendrix was picking his way through the rock fields *very* carefully as his 390 Husky wasn't equipped with a skid plate. George invited all the desert aces up to the upcoming NorCal nationals.

Tom Webb (Yam) who won the previous week's National in New Mexico took fourth overall after fighting the flu all week, edging out Burleson by two points. Harry Keast (Mai) took seventh overall, first Senior to just about lock up the District 37 Senior Number One plate for 1978. Just last year, Carl Aastrom (Hus) was a fast C rider. He made B and earned an automatic transfer to A when he smoked the B class losing just 16 points to beat out Randy Chamberlin (Hus) for B honors.

The B riders thought the second loop was extremely challenging but the resets kept them from getting too far behind. A C rider by the name of Painter led all the other first loopers in with a score of 12 points lost.

Ann Mennell (Yam) made the top 10 one loopers with a seventh overall and first woman dropping 32 points.

Jay Tullis (Hon) was first 200cc A rider, in at 10th overall with a 10 point loss. District 37 Board of Director member Ron Hall finally earned himself an enduro trophy in style as he won the 200cc B class with a 43 points score. "It's been a long time coming," reports Ron who usually races desert.

Wendy Pravda drove all the way from Los Lunas, New Mexico and made it to the second check where her carburetor air boot split apart. She had fun while she lasted though.

In all, it was a challenging desert national, and luckily everything turned out OK after a bad start.

Dick Burleson is on his way to another title. It was good to see him come out to the west coast and earn points here, especially since the desert isn't his favorite riding area.

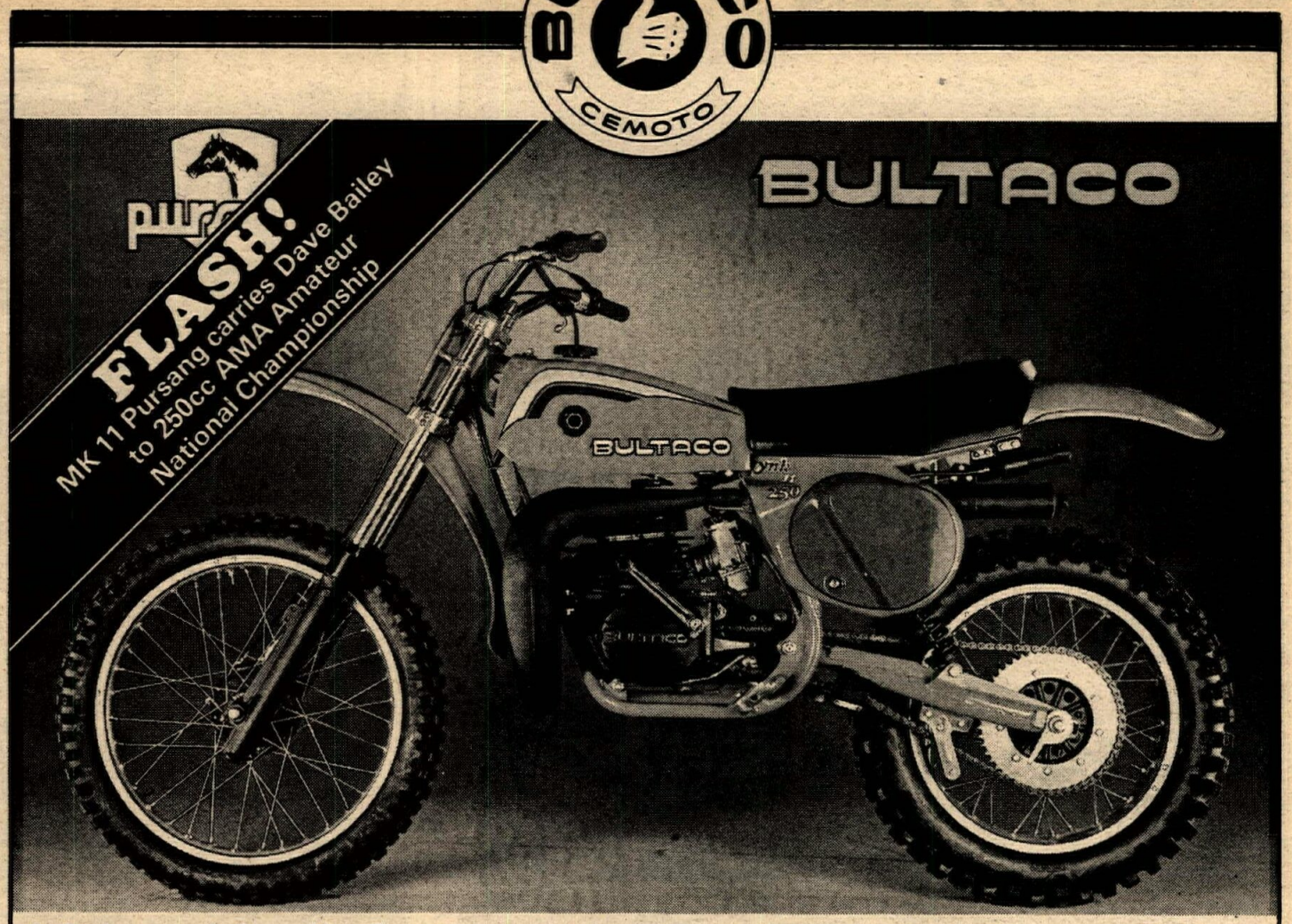
Team Honda's four-strokes are constantly being improved and could prove to be a real threat in the future with more woods tuning. Burleson was seen leaving with a Countdown Engineering clock under his arm which made Jerry Counts very happy. ●

Results

A & AA CLASSES: 1. Don Sanford (Hon) 6:300 (AA); 2. Mike Adams (Hon) 6:362 (A); 3. Rick Munyon (Hon) 7:344 (A); 4. Tom Webb (Yam) 7:366 (A); 5. Dick Burleson (Hus) 9:372 (AA); 6. Mark Heacox (Hus) 9:418 (A); 7. Harry Keast (Mai) 9:419 (A); 8. Dave Bertram (Hus) 10:412 (A); 9. Randy Liebig (KTM) 10:431 (A); 10. Jay Tullis (Hon) 10:457 (A).

B CLASS: 1. Carl Aastrom (Hus) 16) 2. Randy Clamberlin (Hus) 19; 3. Pat Souza (Yam) 25; 4. Rich Wallace (Hus) 26; 5. Scott McKenzie (Hus) 27; 6. Tom DDomenico (Suz) 27; 7. Matt Ellis (Oss) 29; 8. Bob Zillo (Suz) 40; 9. Ron Hall (Hus) 43; 10. Pete Hughes (Hus) 46.

C CLASS: 1. Painter 12; 2. Daryll Thomann (Yam) 16; 3.Al Templin (Bul) 20; 4. Dennis Perrin (Yam) 24; 5. Ed McDonald (Suz) 26; 6. Rick Santhorpe (Yam) 29; 7. Ann Nennell (Yam) 32; 8. Richard Forant (Suz) 41; 9. Jim Boomfield (Yam) 44; 10. Dennis Weber (Hon) 47.



In Spain a squad of test riders flogged the production '78 Pursang MX 11 through 40 minute motos for days on end without failure. In Belgium former World MX Champion, Harry Everts, led the Belgium team to the Trophee des Nations win aboard a new MX 11 Pursang.

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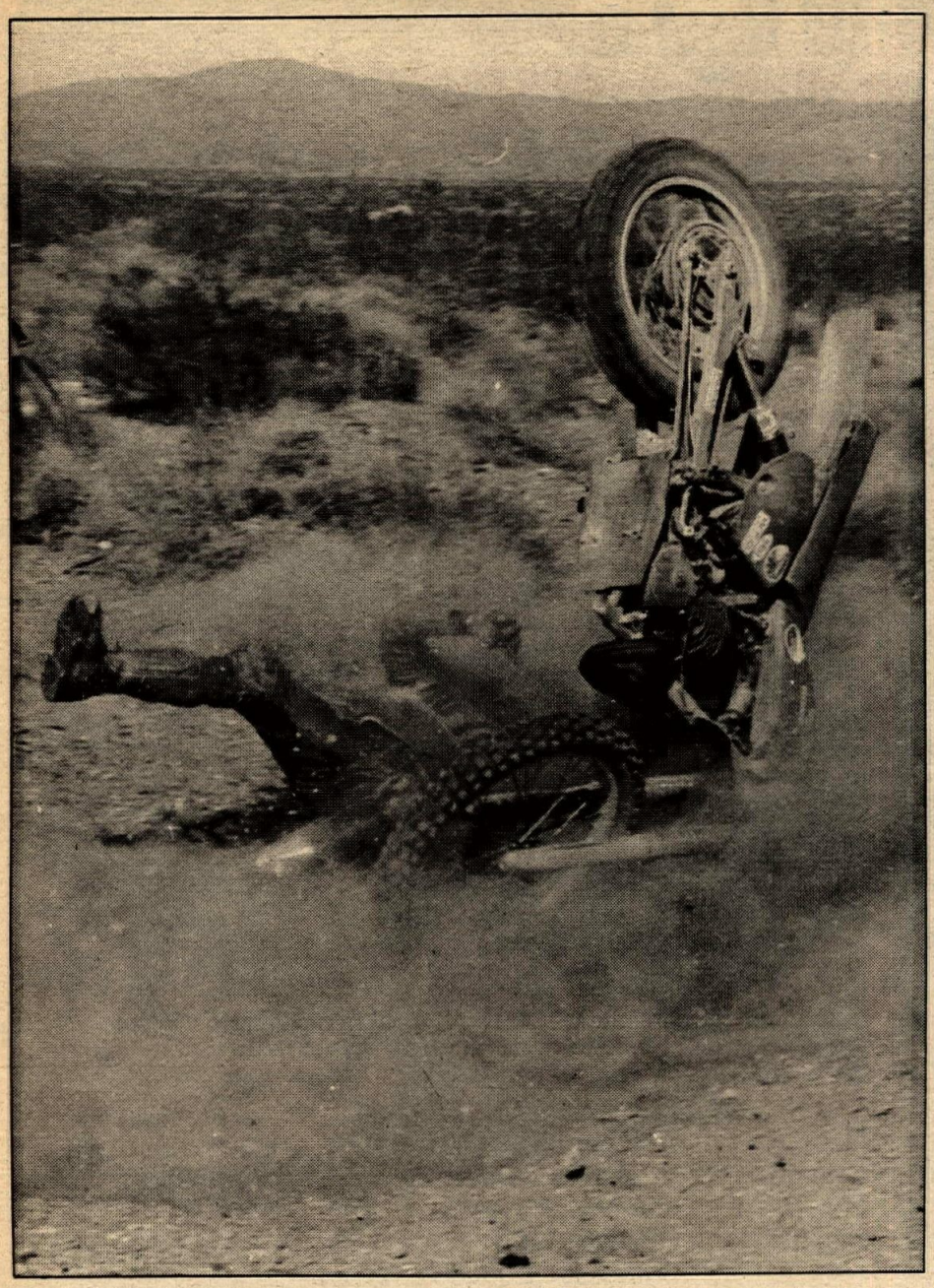

An unidentified rider bites the dust at CRC's hare scrambles.

(Above) Winner Tom Kelly twists an imaginary throttle. (Below) Chargin' 'cross the Cal City creosote.

Kelly wins another CRC hare scrambles

By Jerry G. Welton

CALIFORNIA CITY, OCT. 8

Despite early breakage and disappointment the day before in SCORE's Parker 400, Tom Kelly came back to Cal City the next day and won the California Racing Club's hare scrambles.

Tom's dad drove all night to get to the race with Doyle Payne making all the necessary repairs the morning of the race. Tom was on the line and ready when the banner dropped at 9:15 a.m.

At the bomb it was Amateur Richard Zajic (250 Suz) out front. As the course hung a sharp left just past the bomb, Mark Force (400 Yam) took command of the lead as Zajic and Kelly were too far to the right. Doug Biesner (250 Valerian Suz) had a hot line and was running fourth ahead of Scot Duncan (250 Yam) and Darren Pritchett (175 Yam).

Kelly got past Zajic when the course came across pit row and overtook Force on the first road. Then in the first canyon, Zajic hit a rain rut and crashed, giving Kelly a safe lead.

Scot Duncan got by Beisner but unloaded a short time later. Chris Duncan (400 Suz) and Beisner stopped to help. Scot Duncan sat and gathered his composure while the others went on. Beisner got a flat a short time later and couldn't keep up the pace. This moved Pritchett into a firm fourth.

Jeff Matthews (400 IT) was moving up fast on his father's bike as he got by veteran Al Wurtzel (400 KTM). Still running his Dunestown numbers, Troy Hollis (370 Suz) came from about mid pack to break into the top ten.

Mike Mulconery (400 Mid-Valley KTM) was running up front and threatening front runners but his front tire went flat and he too dropped off.

While leading Kelly got lost. He found the course only to get lost again, this time losing the lead to Zajic. Kelly caught Zajic a short time later and held the lead for the remainder of the race.

Kelly came through the pits about a minute ahead of Zajic with Pritchett not far behind. Matthews was able to see the dust of the front runners when he came by with a bit of space between himself and Force. Hollis was next with Wurtzel ready to strike from behind. Jeff Cannon (250 Hus), Steve Brookshire (250 Yam), and Jack Fuller (250 Yam) rounded out the top 10.

Jay Glover (250 Hus) was unaware he was running first novice overall until reaching the pits at the end of loop one.

Kelly set sail for his second and final lap and stretched his lead over Zajic, who had contracted the flu the day before and was beginning to tire. About halfway around the second loop, Pritchett made a daring uphill pass, taking over the second spot.

Hollis and Force dropped out on the second lap moving Wurtzel to fifth. Matthews got by the ailing Zajic and rode comfortably at third.

With his usual consistency, Kelly wheeled his KTM across the finish with no other riders in sight. A few minutes later it was the lightweight machine of Pritchett. Darren hadn't ridden in the desert in quite awhile and was a bit tired at the finish. Matthew did an outstanding job of wheeling his way to third ahead of Torque Master's Zajic. Defending Junior/Senior champ Al Wurtzel brought the class points lead in doing so. Cannon held his lead over Fuller at the end of it all with Tony Stuart (Suz) riding consistently and finishing second smallbore. Chris Duncan rode the last lap and a half with a flat front tire but his rimlocks held and he finished ninth overall despite a couple of get offs. Scott Atchison, third lightweight, rounded out the top 10 just ahead of Ed Mundy (250 Suz) and Jerry Utterback (400 Yam). Donnie Morrison (Yam) dominated the Amateur Lightweight class most of the day as he took the win over Scot Ellico (175 Yam).

Larry Upp (250 Yam) once again took first overall Senior with M.S. Dyott (400 Yam) in for second.

Finishing behind Morrison in the 14th spot was first Novice Jay Glover. Brian Zier had taken the early novice lead with Peter Talmasoff (400 Yam) and Bobby Schoeder (250 Suz) getting a jump on Billy Joe Lee (250 Hus) and Doyle Sewell (175 IT). At the finish Glover was on top with Paul VanderByl (250 Hus) and Jeff Moorke (175 KTM) running top three. Sewell used his good start well, hanging in there for fourth over S. Hodgson (175 Yam).

Dan Smith (400 Yam) was the overall winner in the Beginner class over E. Evans (250 Yam). Rick Ferrick (Suz) put his L bike in for third ahead of R. Holl (125 Suz) and D. Marshall (125 Yam).

In the Women's Division Patrice Payne (175 KTM) was ruled the winner after she and Marge Reeser (175 Yam) crossed the finish line side by side.

Byron Van (Yam) took the Mini class victory over the hard charging Mark Heth (Yam). Barry Crawford (Yam) ran close but could not strike as he finished third. ●

Results

OPEN EX: 1. Tom Kelly (KTM); 2. Jeff Matthews (Yam); 3. Richard Hall (Yam).
250 EX: Ed Mundy (Suz).
0-200 EX: 1. Darren Pritchett (Yam); 2. Tony Stuart (Suz); 3. Scott Atchison (Yam).
EX: 1. Al Wurtzel (CPW KTM); 2. Monte Lee (Yam).
SR EX: Larry Upp (Yam).
OPEN AM: 1. Chris Duncan (Suz); 2. Jerry Utterback (Yam); 3. Paul Clifford (Yam).
250 AM: 1. Richard Zajic (Suz); 2. Jeff Cannon (Hus); 3. Jack Fuller (Yam).
0-200 AM: 1. Donnie Morrison (Yam); 2. Scott Ellico (Yam).
JR. SR. AM: Frank Arciero.
OPEN NOV: 1. J. Lynch (Yam); 2. P. Tolmasoff (Yam); 3. Mike Cappollo (Yam).
250 NOV: 1. Jay Glover (Hus); 2. Paul VanderByl; 3. D. Santantanelo.
0-200 NOV: 1. Jeff Moerke (KTM); 2. D. Sewell (Yam); 3. S. Hodgson (Yam).
JR. SR. NOV: Tom Baker (Yam).
SR. NOV: G. Burgdorf (Yam).
WOMEN'S DIV: 1. Patrice Payne (KTM); 2. Marge Reeser (IT).
OPEN BEG: Dan Smith (Yam).
250 BEG: Eric Evans (Yam).
0-200 BEG: 1. Ron Ferrick (Suz); R. Holl (Suz); 3. Dan Marshall (Yam).
JR. SR. BEG: 1. A. Friedman (Yam); 2. L. Milton.
MINI: 1. Byron Van (Yam); 2. Mark Heth (Yam); 3. Bill Crawford (Yam).

Novice Paul Ahrens rode to fifth overall at the ECMC race.

Maynard stays on course for D-38 desert win

By Loretta Pipkin
Photo by Anthony DePalmer

PLASTER CITY, CA, OCT. 1

It was a rugged 70 mile loop in El Cajon M.C.'s scorching AMA D-38 desert race. Claude Maynard, on his Husky 390, performed near flawlessly to grab the overall win. A sharp eye and steady pace kept him on a course that left some of the top riders mumbling "which way did they go?"

Under the first railroad tressle 15 miles out, young Novice rider Paul Ahrens led the pack. In his dust cloud were Randy Hollenbeck, Jim Valov and Maynard.

By the first check Hollenbeck had built a five-minute lead, still dogged by Valov, Ahrens and Maynard.

Stretching it toward the second gas pit was Hollenbeck. Myers moved up, holding firm as Maynard and Valov diced it out. As Maynard moved past Valov down the wash, Valov was looking at his rear tire and dropped out due to a flat a few miles later.

Hollenbeck had a 10-minute cushion at the gas stop. Maynard got by Meyers, pulling in one minute ahead of him. Meyers' pit crew got him out a minute ahead of Maynard. At Corrizo Wash, Hollenbeck and Meyers cut to the right and Maynard to the left. Lady Luck smiled on Maynard as he hit the pole line road to the last check before Hollenbeck and Meyers could catch him.

Into the check with a commanding lead, he gassed it for the home stretch. Twice he almost got off. Seven years of racing and Maynard was headed for his first overall win. At the finish he said it was hardest just to slow it down so near the checkered flag.

Four minutes later Hollenbeck pulled in with Meyers on his flank. Kirk Kontiles slid in for fourth; fifth went to the honking Novice rider Paul Ahrens — his first appearance in the top 10.

Sixth and seventh were veteran Seniors Cecil Hollenbeck and Earl Nichols. Charles Bennett was top 125cc Expert; Peter Pasquariella and Gene Sickle rounded out the top 10.

BLM has closed the Dunaway Road area to competition but has opened some corridors to make it interesting for some point to point races. Anyone interested in receiving District 38 posters contact Jay Ahrens at 714/279-4030. •

Results

OVERALL: 1. Claude Maynard Open Ex (Hus); 2. Randy Hollenbeck Open Ex (Hus); 3. Greg Meyers 250 Ex (Yam); 4. Kirk Kontiles Open Ex (Hus); 5. Paul Ahrens 250 Nov (Suz); 6. Cecil Hollenbeck Sr (Hus); 7. Earl Nichols Sr (Yam); 8. Charles Bennett 125 Ex (Pen); 9. Peter Pasquariella Open Am (Yam); 10. Gene Sickle Sr. (Suz).

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Bob Hannah's Trans-AMA Scorecard

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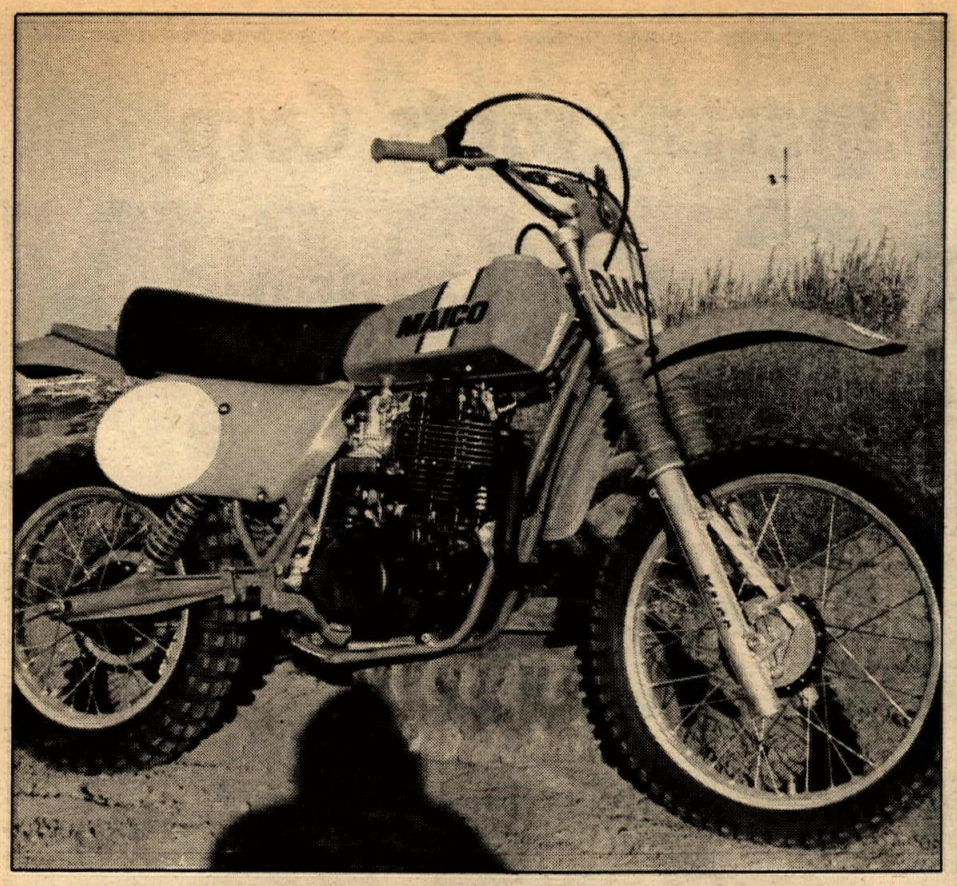
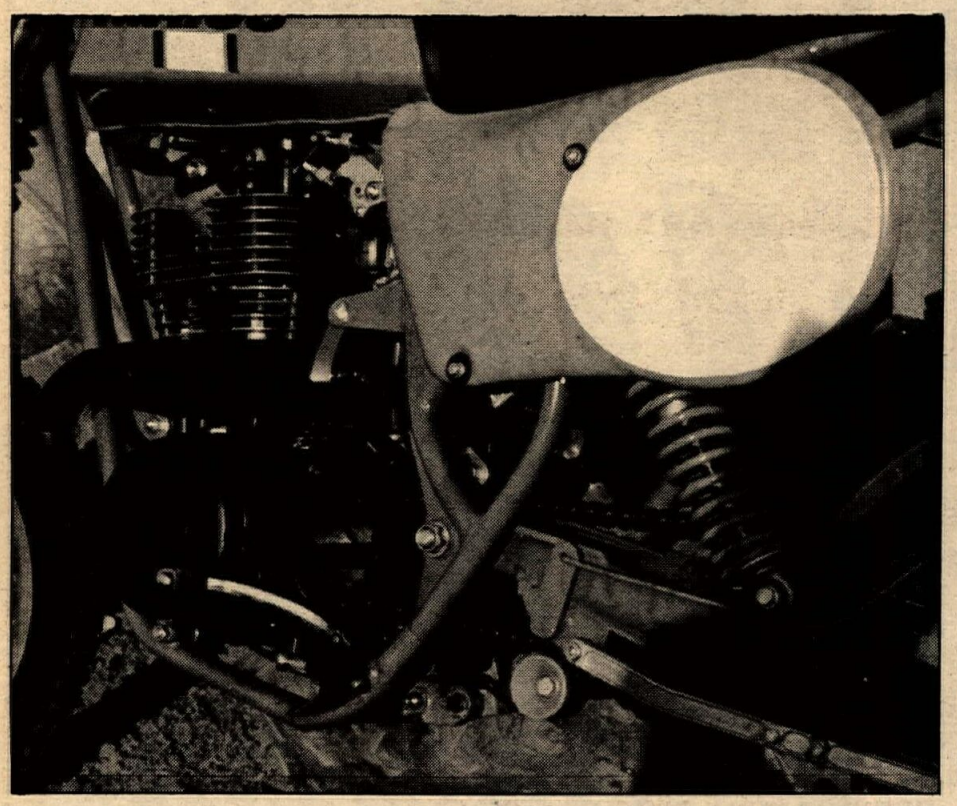
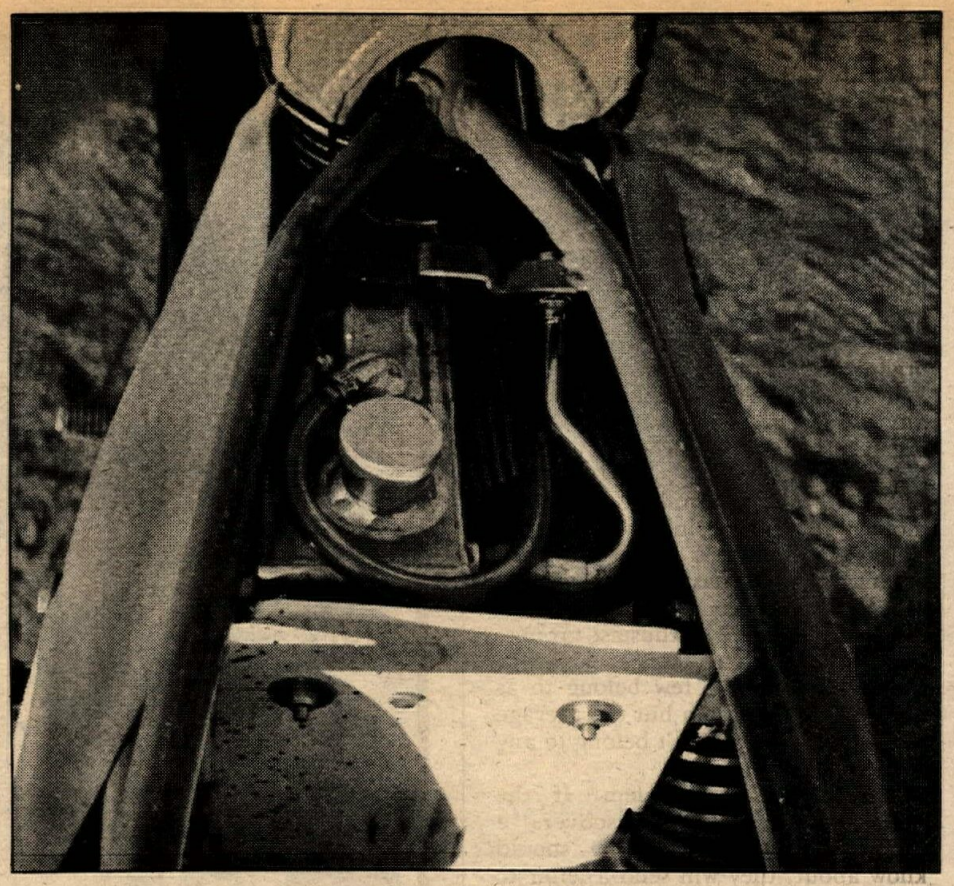


(Above) Tall and lean, the DMG Yamaico looks mean. (Below) See any sloppy frame welds? The exhaust pipe is another DMG exclusive.





(Above) Here is the totally rebuilt airbox housing the three-quart oil tank and air filter, built by Mike Dailey (below).

Return of the Yamaico (Maimaha?)

By Brian George

Remember, back in '73, when Ake Jonsson switched from Maico to ride for Yamaha? He developed a hybrid dubbed the Yamaico. It was his shot at making a better handling Yamaha by using Maico front forks.

To get a little more out of the engine he stuck a Maico piston inside the barrel and mounted a Maico exhaust pipe under the tank. The front end soon became a fad, but when later Yamahas got better, the Yamaico concept died off.

But not everyone forgot the Maico's excellent tracking characteristics, and a SoCal shop in San Pedro built another breed of the Yamaico. DMG, a builder of four-stroke Maicos sporting Honda engines since 1974, received an order for a rather unique motorcycle last month. A customer wanted to put one of Yamaha's TT500 engines into a Maico chassis.

Taking on the challenge were DMG's father/son team of Don and Mike Dailey. Mike did all of the fabrication on the bike while Don took the role as consultant and designer.

The Daileys took a stock Maico AW 125 chassis minus the engine, the '78 motor and headed for the drawing board. In order for the engine to fit inside the AW frame, modifications had to be made. The lower frame tubes were lowered and new mounts set in the front of the chassis. The dry sump engine presented another problem, and an oil tank had to be fabricated to fit inside a new airbox. In order for the carburetor to fit properly on the intake manifold and the three quart oil tank to slip in beside the air filter, the right center upright had to be bowed out slightly.

The 250-400 series Maico gas tank had to be notched and rewelded on the right side to clear the top engine mount.

Other modifications had to be made throughout the bike, such as the rear hub and swingarm that had to be reversed. This presented only minimal difficulties because the stock Maico components switched instantly. Only a brake rode bracket had to be welded on.

The rear sprocket was the next point of interest, as the stock AW125 chain was a 428H and the TT500 required a 520. To get a working prototype, the outside of the stock sprocket was cut off and the inside of a 520 sprocket removed, and the two pieces were then tacked together. Later a blank 520 sprocket was fitted to the hub.

The final component list includes Works Performance rear shocks and stock AW forks, green Akront rims with Metzelers front and rear, stock Maico brakes, fenders and bars, Magnum GP FIM side panels, and Magura dogleg levers. The clutch bracket was taken from the Yamaha so the compression release and Terry clutch cable could be fit into one unit.

With all of these trick goodies highlighting one of the finest looking four-strokes around, how did it handle? Like a Maico. Cornering was a breeze and whoopdies not to be feared.

The estimated weight of the machine came in at 225 lbs., which made it an easy flier and controllable lander.

With all new components, the bike costs approximately $2500. But, if you have a TT500 engine of your own, the chassis can be purchased for $995, without the engine. If you already have the Maico chassis and want to stick the engine in, expect to pay somewhere in the neighborhood of a grand for the power plant brand new. Labor charges and miscellaneous parts will also have to be added to the cost, but they'll vary depending on what you want.

DMG
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San Pedro, CA 90731
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(Continued from page 4)

OK to keep reading.) The organization is named the Off Road Vehicle Coalition (ORVC) and was created to provide the means by which motorcycle riders may become informed on the issues affecting them. Once the riders are informed, the ORVC will help them use that information where it will do the most good.

There have been many such organizations for motorcycle riders. Why does the ORVC think they will be any different? Because, no other organization has what the ORVC has. Names.

There are over a million and a half motorcycle riders in the state of California. Many of them belong to organizations such as the AMA, CMC, MMA and a couple of thousand assorted clubs and enthusiast groups. Many riders belong to one or two of these groups and a few belong to as many as they can join but the average motorcycle rider doesn't belong to any of them.

This creates a problem. If the AMA, for instance, discovers a situation they think people should know about, they will send a letter to each member and print the story in their membership magazine. The trouble is, the only people who find out about the situation are AMA members since they are the only ones on the mailing list. The same holds true for magazines and newspapers. They have only a limited amount of people they can reach.

This is where the Off Road Vehicle Coalition comes in. The ORVC has contacted the AMA, CMC and others, along with motorcycle magazines and newspapers, and have been given a copy of these organizations' mailing lists. The lists were fed into a computer to be checked for duplicates and, so far, the ORVC has over a quarter of a million names on its mailing list. When the list is complete, the ORVC hopes to have the name and address of every motorcycle owner in the state. Then, when an election comes up, or if another motorcycle organization wants to get information out to everybody, the ORVC will have the means to do it. Every motorcycle rider in California will know how and why every other motorcyclist is going to vote at an election. This way, they can all vote for the same thing, provided they agree on the issue.

This is where the ORVC continues to be of importance. For the past few weeks, members of the ORVC have been interviewing candidates who will be running in the Nov. 7 election. They have asked specific questions as to how the candidate feels about motorcycles. The ORVC has also been doing behind-the-scenes research on the various candidates, checking their past voting records and trying to determine if what they say they do is really what they've been doing. The results of their labors will be discussed in next week's article when you will learn who to vote for and why.

The Off Road Vehicle Coalition has only been in operation for a short time during which they have been busy compiling and organizing their mailing list. By the first week of November a great many motorcycle riders will have received a pamphlet in the mail urging them to vote and listing which candidates to vote for. If each one of these people cares enough about his motorcycle to stop by the polls and vote, and if each one of these people can convince just one other person to vote with him, the motorcycle riders in this state can put every one of the ORVC's recommended candidates into office. We've got the power! ●

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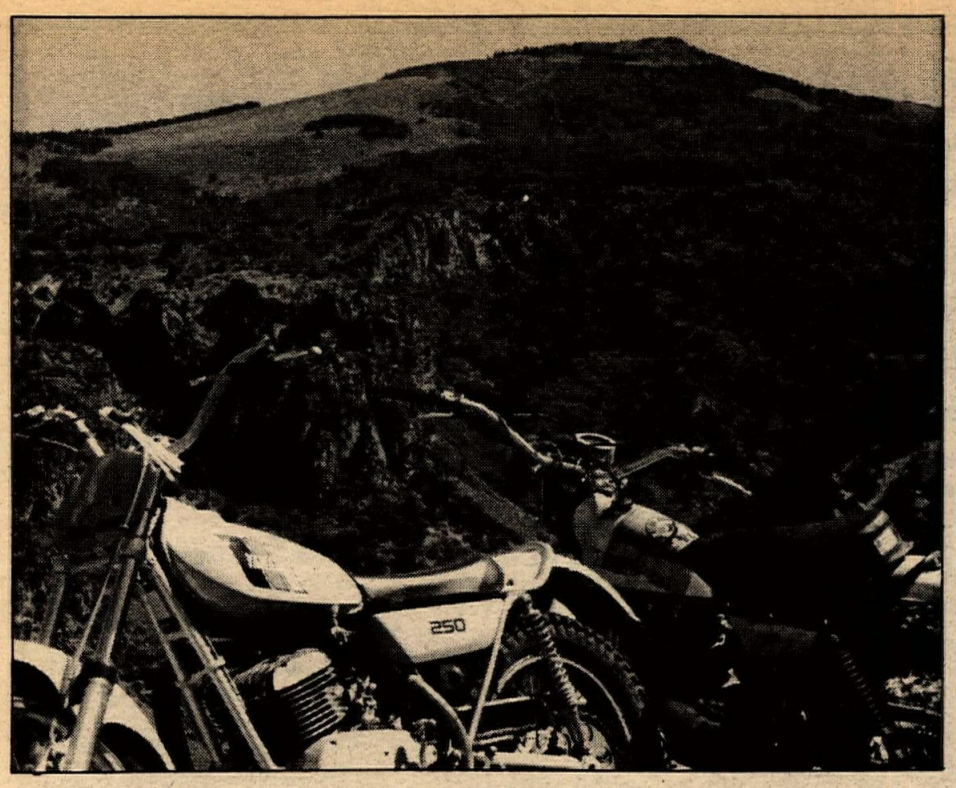


(Above) Overlooking the beautiful Fishlake National Forest. (Below) Leonard Sims rides through the Quaking Aspens, or "Quakies."

Numerous streams have to be crossed along the way.

Fishlake National Forest: One fantastic trail ride

By Gary Laudig

Fishlake National Forest is split into three separate segments. The town of Monroe, Utah lies at the base of the middle segment in what is known as the Sevier Valley Basin. To the east, the vast mountains are green and lush while the western side resembles parts of the Mojave desert. The Sevier Canal runs down the barren side supplying the farms with water. The mountains are so plentiful with streams, a system of canals are used to flood irrigate the farms.

Leonard Sims—a former Southern California desert racer, Chaffey High School computer programmer and now a carpenter—and his wife Brenda invited us up for a week of relaxation and the ultimate conquest of the Monroe mountains.

Armed with camera, spark plugs and determination, we headed up the high-walled canyon entrance with the Monroe Creek flowing to the right of the road. Passing the first left hand fork, we left the dirt road and began picking our way through scrub brush and spruce trees on a trail designed after a roller coaster.

Finally, we came to Monroe Creek, the first of 10 crossings before we would begin the climb to the top. The creek is as clear as crystal but the rocks are the mossiest, slipperiest obstacles in creation.

The purpose of a stream crossing in trials is to "zero" it, and if wet boots constitute a "dab," I failed miserably. Len is the current Number One in Utah trials and had no problems.

Between stream crossings, the trail resembled an authentic trials course: large rock stairsteps, loose surfaces, fallen trees and roots, and a lot of hairpin turns. We worked our way to the base of the mountain, all the time enveloped under trees, which gave us an illuminated umbrella of green and some much appreciated shade.

Breaking out of the thick trees at the end of the canyon, we passed a vast slope of dish-sized slate platters. From here on, we would be using mostly game trails to the top. The lower portion was primarily scrub pine, saw grass and thistles exactly knee high for added enjoyment. Our path made several switchbacks, heading ever upward toward the tall pines.

Suddenly the trail made an 170° turn on a rocky ledge. Setting up to take a picture of the magnificent view, Len said "Look over there." Two red buck deer—one a four point, the other a three—darted along the steep slope several hundred feet below.

Our trail narrowed and became a real problem as hidden rocks under the tall grass kicked the front end of the bike toward the downhill side of the mountain. Parts of the trail were washed out, leaving a strip the width of a bike tire to pass over.

Soon we entered segments of tall fir trees. The ground became gray silt, and the perspiration was running off our bodies and water was the foremost thought on our minds. Winding to the left, we stopped at a place known as Rattlesnake Point. Shutting down the bikes, the stillness was almost frightening. To our left we could see the vast canyon—the trees hiding the stream we crossed so many times. Way in the distance we could see the far side of the Sevier Valley. To the right was Signal Peak, a vast mountain with dark green pine and fir most of the way up but the center top portion looked like light green velvet. These were the tops of the Quaking Aspens, better known as "Quakies" by the locals. The view was a breathtaking experience, but so was the heat so we fired up the bikes and continued our assault.

By now we were surrounded by big trees with deep reddish bark and by the pungent scent. Trudging on through the thick trees, a couple more miles brought us to a flat vista of yellow marsh grass and soft ground. This clearing was known as the "sinks." Looking to the right and the left of the trail we saw only a trickle of water. "Len, where in the hell's the water that was here the last time?" "Must've dried up as far as I can see," he replied.

Careening to the right after dumping the clutch in disgust, I almost ran into the clearest, coldest stream imaginable, Jackass Creek. Assuming the prone position, we lowered the water level a good inch. Moving rocks are acceptable only around a campfire and a couple of brews. Well, the rock I was drinking by moved a couple of times before I realized I was sharing the same water with a huge toad. When you're thirsty, who cares.

Underway once again we cleared the big trees, ridge-ran a couple of miles past a meadow then into some scrub pines. This area was really dry and hot.

Heading downhill a ways we entered the Quaking Aspens. These trees are really beautiful. They have a grey/white bark, are straight and tall—ranging between 20 and 40 feet high—and have a beautiful light green leaf. It was here that I was taking a picture when a big bird landed on the limb in front of me. Len had stirred up a covey of pine hens. They look just about like wild turkeys and I hear they are good eating. Not being very accurate with an N3G at 50 paces, we passed up the meal and headed on.

It wasn't long before we came to an aspen lying across the trail. Len pulled the front end up, high centered the bike and passed on. I pulled the front end up, but high centered at too much of a right-hand angle. The green bark acted like wax paper on a slide and shot me into the nearest standing tree, wiping out my telephoto lens, and causing my otherwise mild mannerism to explode but Len was the only person around to hear. Surrounded by so much beauty affects a person like a tranquilizer. I got angry several times but by the time I took a look at my surroundings, all was forgotten instantly.

We headed downhill and could see a wide, flat pasture-like place. The grass was tall, yellow and concealed a basketball sized rocks. This place was like two segments divided by a small row of aspens.

Crossing the second segment we

came face to face with the most intricate dam system I've ever seen. It resembled Japanese landscaping as the water from Doxford Creek entered this section and became plateaus of water ponds. They sort of staircased left and right, held by the thinnest barrier imaginable but didn't leak a drop. Len said it was a beaver complex but none could be found. I said, "Let's check out that big trap we found the last time up."

(Last June, without camera for fear *we* wouldn't survive the trip let alone any extra equipment, we made our first trip to the top. When we entered the flat pasture we noticed a horrible smell coming from the big pines to the right. Entering with caution, we came across a cubicle of aspen logs approximately 5' x 5' x 4'. In the back of the complex was the dead carcass of a sheep secured with *wire cable*. Len started to enter and investigate but hesitated. Looking down, nestled under pine needles, we found a trap big enough to hold *Godzilla*. Between the quiet, the feeling of being totally alone and the spectre of what in the hell were they trying to trap, without a word we fired up the trials bikes and it looked like a two man desert race all the way down the mountain.) Well the dried up carcass was still there sans the smell thank goodness and the quarter inch cable holding the trap was severed and the trap gone. Thanks to the .44 Magnum on my hip, we didn't leave as quickly as we did the last time.

We went a few miles more until we reached Magleby's Reservior and the dirt road that leads down the backside of the mountain to Koosharem and Highway 62. Monroe's altitude is 5,382 feet, We were standing at 10,168 and gasping. No, really it was clear, quiet and just plain beautiful.

Drinking in the sights for the last time, we fired up the trusty bikes for the easy trek home. Just past the Fishlake National Forest sign there is a man-made lade and a place called the Hawks Nest. There you can catch trout or drink beer and watch someone else catch trout. On down the hill is a camping area with a big pool. There is also a natural hot spring you can soak out the aches in.

If you're into tubes and skinny dippin', the canal is the answer. Leave a car at Richfield, drive another one up to Elsinore, jump in and float to your heart's content.

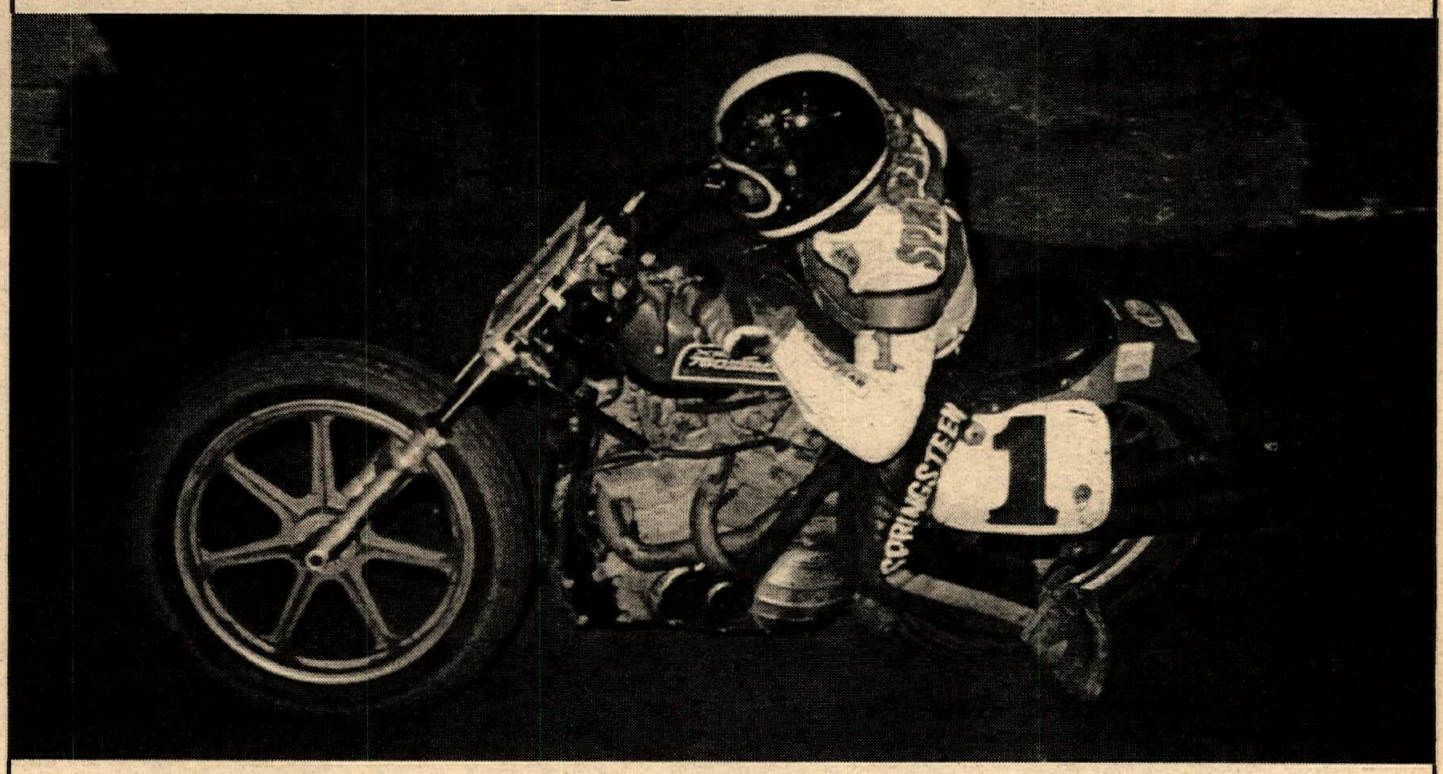
They are having their problems with the Bureau of Land Management here also. The dictators are trying to close off land to hunters unless they want to walk. In one instance, a huge segment of land was up for closure and the people raised so much hell the BLM decided to set up a day where the people could go to the BLM office and voice their opinion. The people wanted a public hearing but the BLM would not hear of it because in Utah, everybody shows up at a public hearing. Well, the BLM set the day for the people to come to the office but failed to advertise what day to show up. The hearing day passed, nobody knew about it and the land got closed.

The last I heard, the people have raised such a fuss the dictators are holding off lest a riot breaks out and another hearing is in the making.

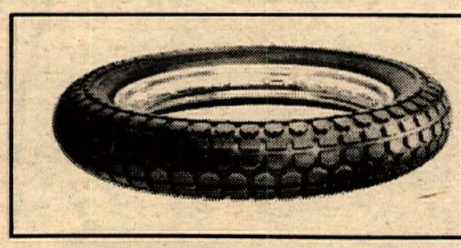
There is no way to describe the trip we took, the area we saw, and the peaceful atmosphere of the little town called Monroe. You can drive your car through some really neat scenic areas but when you climb aboard a trials bike, put your head in the "slow mode" and get back into territory where you travel all day long and don't see another single human being, to walk in stillness so quiet your mind can relate to the wonders around you without interruption, then you have done something great. ●

Jay Springsteen takes the National Championship with a dramatic win of the Ascot Half-Mile on Carlisles. His 3rd straight championship, Carlisle's 3rd straight Ascot win. Not a bad year's work.

Springer had a job to do.



Carlisle had the tire to do it.



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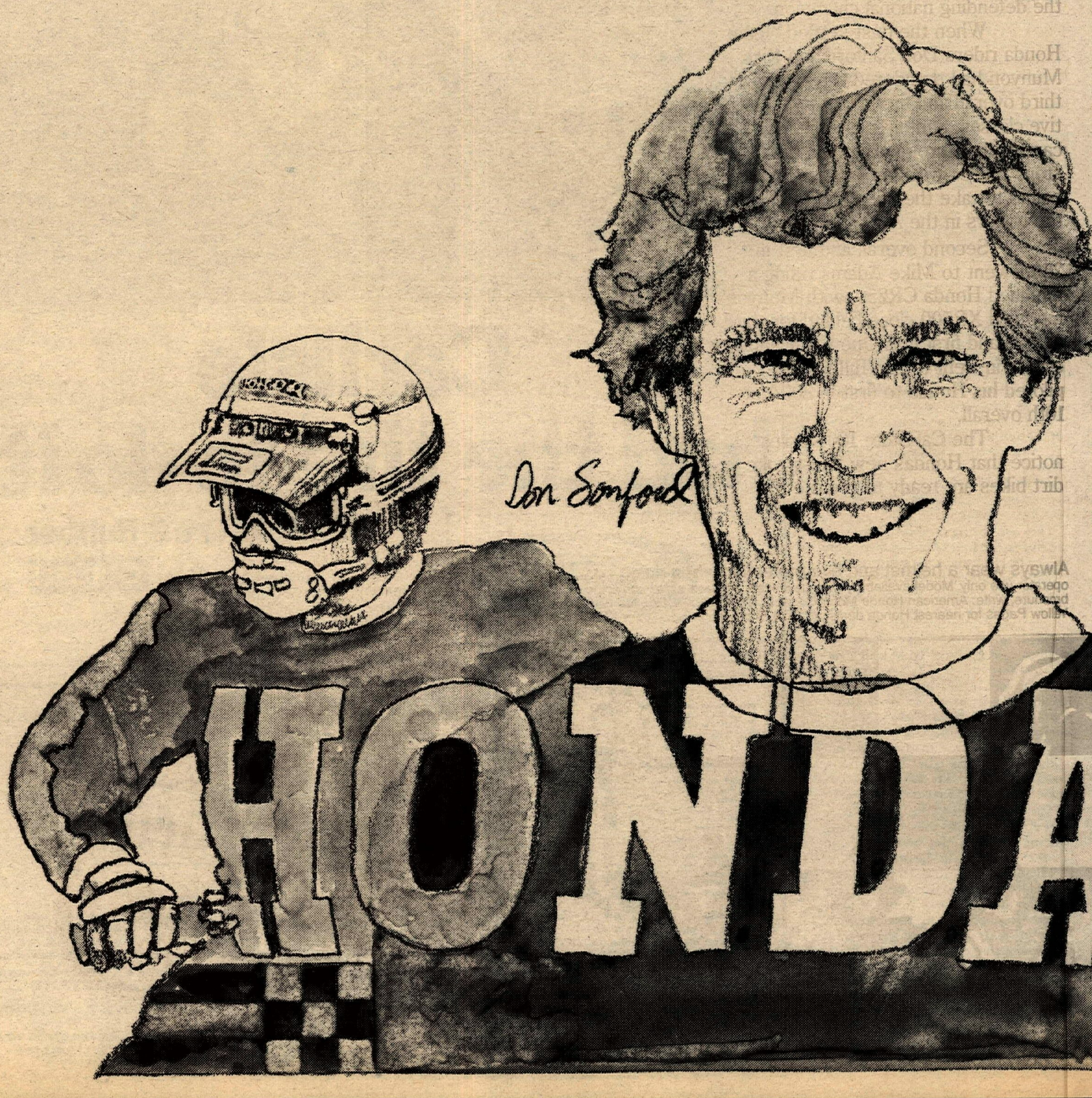
The XR's are off and winning.

Sanford Leads 1-2-3 Honda Sweep At Cal State Enduro



XR500. Remember those four-stroke call letters, because you're going to be hearing a lot about them and the Honda national enduro team from now on.

Chapter One in the XR success story unfolded October 8 in the Cal State 100, a Western Regional National Championship enduro staged in the rugged Lucerne Valley, one of Southern California's more celebrated rock gardens.

The course was a diabolical bike-killer. Mile after mile of rocky uphills and whiteknuckle downhills shimmering in the desert heat. And the 250-rider field was tops, including the defending national champion.

When the dust settled, Team Honda riders Don Sanford and Rick Munyon had thundered home first and third overall and first in their respective classes. Sanford's modified XR500 carried him through the course's stony mazes with only six penalty points to take the overall trophy and top honors in the AA Open class.

Second overall and first in 250A went to Mike Adams riding a modified Honda CR250, with Munyon's modified XR500 close behind for third overall and first in A Open. Still another class win went to Jay Tullis, who piloted his Honda to first in 200A and 10th overall.

The Cal State 100 serves notice that Honda's new four-stroke dirt bikes are ready to rewrite the Who's Who of big time enduro competition. They're lending a new note to the winner's circle—the theme music of the Honda XR four-stroke dirt revolution. And you can get in on the ground floor, with three new bikes to choose from: The burly XR500, available in February. The lithe, lean XR185, available in December. And the versatile XR250, available this month. They're enduro-ready, right out of the crate. And each bike has its own optional Genuine Honda High-Performance Kit.

The four-stroke XR advantage. It was the winning combination at the Cal State 100. And it's the way to go in the dirt from now on, whether you're chasing checkpoints—or just having fun. See your Honda dealer today.

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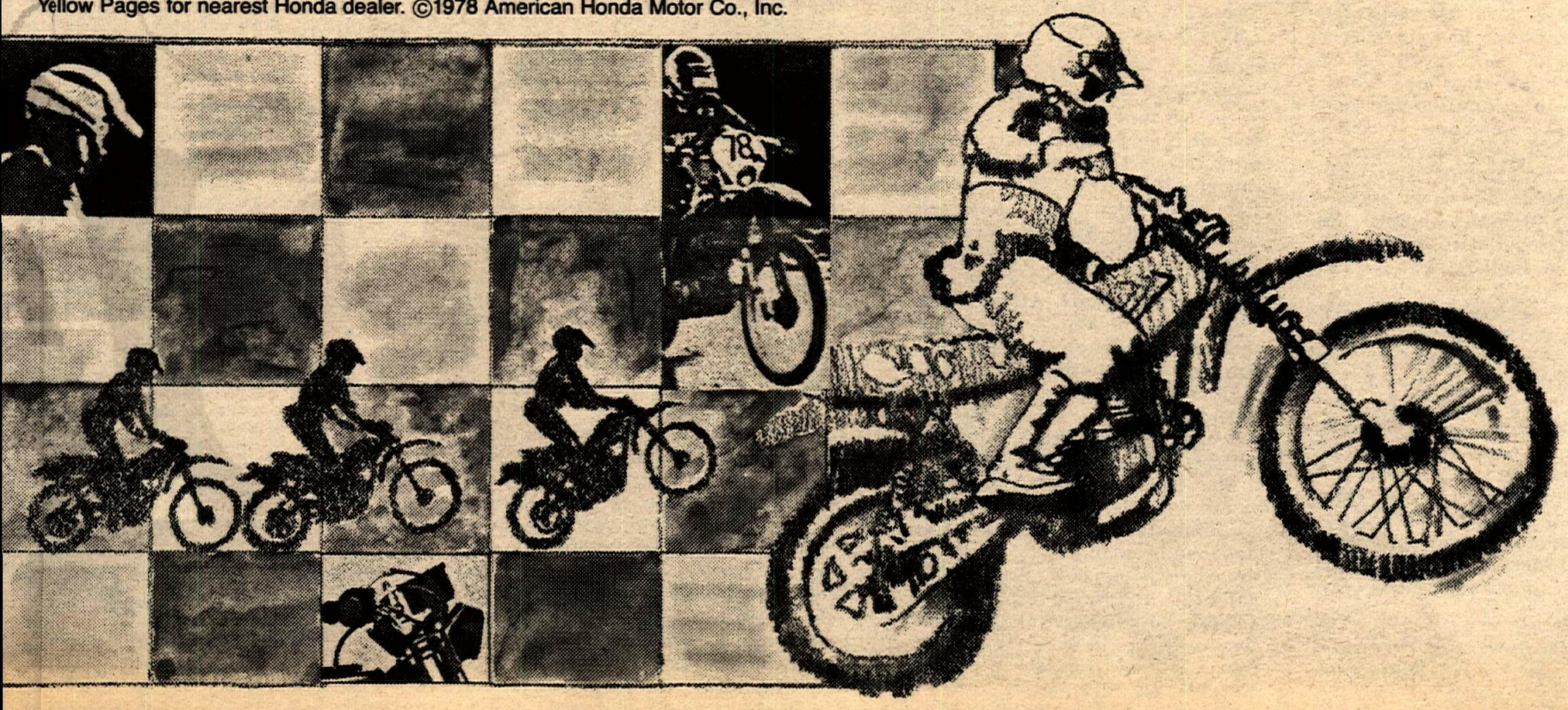
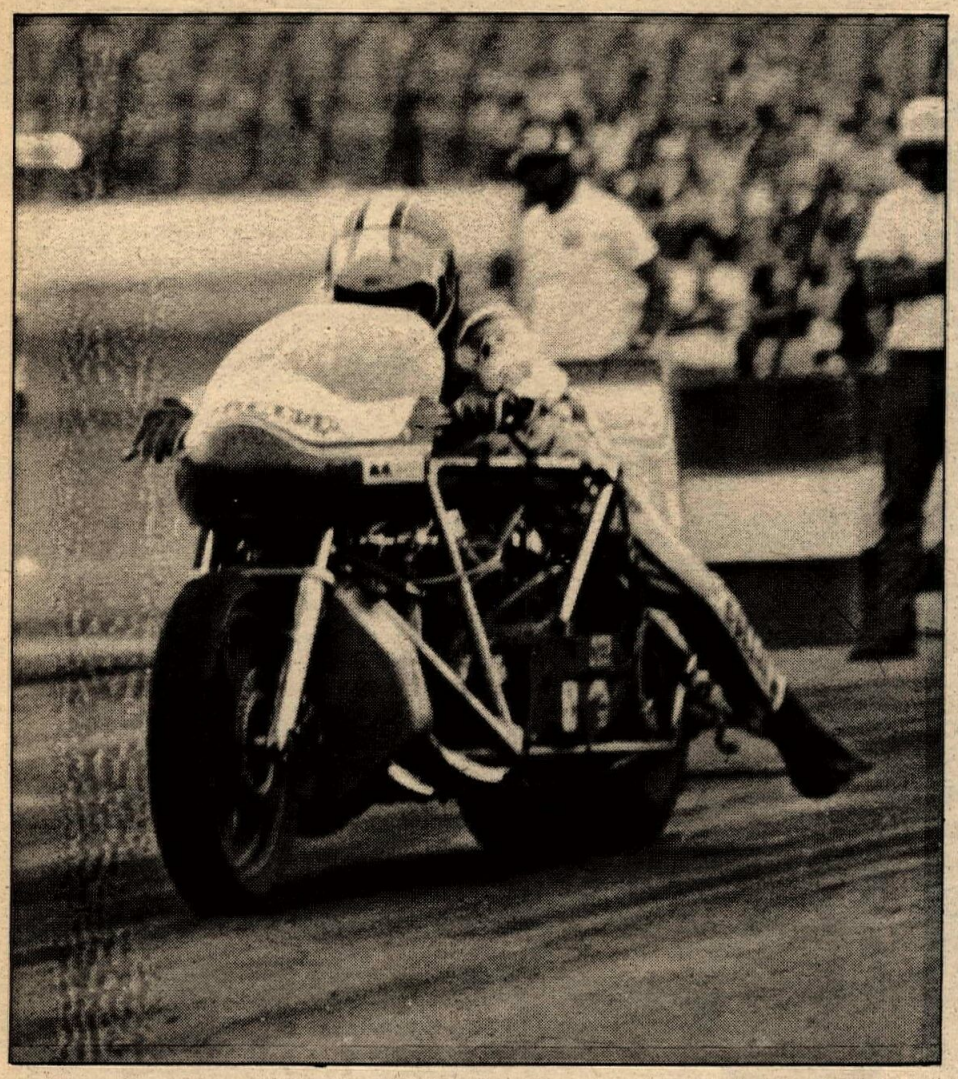


Western hotline



NHRA winner Russ Collins set a new record — a 7.62 second, 199.55 mph quarter mile.

Eric Outland (26) and Don Milam (9) give chase to eventual Corona 125cc Novice winner Mike McGurk, who's already out of the picture.

Collins tops NHRA World Finals

By Jump Hopson

ONTARIO, CA, OCT. 6-8

The incredible Russ Collins, aboard his 600 hp V-8 Honda, beat motorcycle drag racing's National Hot Rod Association-sanctioned Winston World Finals at Ontario Motor Speedway. The five bike field featured the finest examples of current motorcycle drag racing technology.

Fast qualifier was Collins on the R.C. Engineering prepared "Socerer," a twin-engined, supercharged Honda, setting the quickest and fastest (per the NHRA) elapsed time and speed ever recorded on a motorcycle: 7.62 seconds, 199.55 miles per hour. Collins has been seeking 200 mph and htat is about as close as one can come.

Second qualifier was Ken Annesley, riding the Norris cammed Motorcycle Unlimited double Kawasaki with a 7.67 sec., 183.67 mph. Annesley has been running super hard in the East and he was showing he can go fast out west too.

The balance of the field included Ron Fringer, aboard Joe Smith's double Harley; Marion Owens, riding his own Harley double; and Jim Barnard riding the Teason & Barnard Magnacharger equipped blown (supercharged) Honda.

The crowd loved the motorcycle addition to the usual all auto event and the NHRA seems to be listening as they are considering adding pro stock and top fuel motorcycles classes to a few of their National events next year.

First round

Collins received the bye and planned to make it a 200 mph effort. About midway through the quarter, the back tire started bouncing (traction proved a problem for Collins throughout the event) and he had to roll completely off the throttle and then ease back on and still went over 197 mph!

Fringer put Owens on the trailer with a .2 second advantage. Annesley edged out Barnard in one of the best races of the day turning a 7.76, 184.12 to Barnard's losing 7.89, 177.86.

Second round

This time Annesley drew the bye and showed he still meant business, turning an 8.12, 185.19. The Motorcycle Unlimited crew really had their Kawasakis clickin' and were the most consistent runners at the event.

Collins managed to nip Fringer with a tremendous top end charge netting a time of 7.79, 196.93, compared to 7.87, 178.21.

Final

The stage was set. Collins lined up in the left lane where a busted motor had oiled his path's midsection in the prior race. Collins remarked later he thought the oil would create more traction problems, but nevertheless, he staged with Annesley. Soon after the green Collins fears materialized and he went up in smoke some 100 yards from the start. All he could do was dial it on and hope his power could make it up on the top end. The win light came on in Annesley's lane, 7.93, 184.04 to Collin's late charging 8.24, 191.08, but Annesley pulled a red light, possibly drawn out early to get the jump on the incredible power of the "Socerer," and Collins was the victor!

Collins stated at the NHRA awards banquet he planned to retire as he knew he was going over 200 mph at the end of his 199 run and that was good enough, but afterwards he said he had some surprises in store for next year. Didn't Ali say something like that? Next year we will know.

Results

TOP FUEL QUALIFIERS: 1. Russ Collins, (7.62 seconds, 199.55 mph); 2. Ken Annesley (7.67, 183.67); 3. Ron Fringer (7.90, 181.81); 4. Marion Owens (8.26, 169.81); 5. Jim Barnard (8.20; 180.00).

FIRST ROUND: 1. Russ Collins (8.11, 197.36) Bye; Ron Fringer (8.01, 171.42) over Marion Owens (8.30, 159.57); Ken Annesley (7.76, 184.42) over Jim Barnard (7.89, 177.86).

SECOND ROUND: 1. Ken Annesley (8.12, 185.19) Bye; Russ Collins (7.79, 196.93) over Ron Fringer (7.87, 178.21).

FINAL: Russ Collins (8.24, 191.08) over Ken Annesley (7.93, 184.04) red light.

Burtt and Williams commandeer Corona

By Ron Lawson

CORONA, CA, OCT. 6, 1978

Redlands Suzuki's Danny Burtt, who is coming on strong in the 125cc Pro class at Corona Raceway, made it five in a row with a convincing two moto win over Robert Green (Suz) and Andy Orescanin (Suz). When they roared off the line for moto one, it was Burtt in front never to be contested.

Eddie Wearden (Suz) got a middle of the pack start, but by the half-way point, he was in a solid second place. Orescanin spent most of the race dicing back and forth with Rob Miller (Suz) but when the checkered flag came out, it was Orescanin on top. The first moto finishing order was Burtt, Wearden, Green and Orescanin. The start of the second round saw Orescanin grab the lead, but Burtt, the 14-year-old from Yucaipa, was in front before the end of the first lap. As Burtt disappeared from sight, Orescanin dropped to third behind Green. The last moto and overall positions went Burtt, Green and Orescanin.

The biggest Pro winner was Dave Williams (Wheelsmith/Mai), who took the Open and 250cc classes. In the first 250cc moto, he was in back of Phil Thorstensen (Hon) for a couple of laps until he found an opening and put it to use. Corona regular Joe Price (Mai) held a distant third ahead of Dane Wigington (Yam) and Andy Northrup (Suz) for most of the race. Northrup waited until the last lap to push his Suzuki around Wigington for fourth. Williams finished with a safe margin on Thorstensen who was far removed from the rest of the pack. The next race was all Williams. He took the holeshot over Thorstensen and Burtt, who was racing a 250cc machine for the first time in several months, and started to pull away. The moto was a parade, with positions remaining unchanged all the way to the end. Williams took top money with Thorstensen, Northrup, Price and Burtt following.

In the Open class Williams had no problem taking both holeshots over Lou Fernandez (Yam) and Paul Sedler (Mai) and then disappeared. The race for second was a little closer with Sedler on top of moto one and Fernandez in front in the final round.

Sportsman Mike McGurk (Yam) put in one of the most consistent races for top honors in the 125cc Novice class (Div II) with a 3-2 score. Ron Harrison (Yam) took the first moto and George Roese (Suz) topped round two, but McGurk was consistent enough to net the overall. Second place trophy went to Roese and Jeff Camarigg (Yam) went home with third.

Results

MINI BEG DIV I: 1. Darin Myers (Suz); 2. Jeff Schaeffer (Suz); 3. Bill Mattox (Yam).

MINI BEG DIV 2: 1. Tony Palmer (Yam); 2. Glenn Clark (Yam); 3. Paul Suiter (Suz).

MINI NOV: 1. Mike Saul (Suz); 2. Gary Clark (Yam); 3. Dave Odem (Suz).

100 NOV: 1. Gary Harada (Yam); 2. Don Sigrist (Yam); 3. Chip Vogel (Yam).

100 BEG: 1. Jim Patterson (Yam); 2. Darin Dewhirst.

125 BEG DIV 1: 1. Craig Edwards (Yam); 2. Ron Rehnquist (Yam); 3. Joey Thomas (Suz).

125 BEG DIV 2: 1. Dwain Dahl (Yam); 3. Jay Wall (Suz); 3. Pat Weber (Suz).

125 BEG DIV 3: 1. Ron Bochard (Hon); 2. Rod Vigue (Suz); 3. Nick Ulmer (Yam).

125 NOV DIV 1: 1. Bob Farr (Suz); 2. Mike Knueven (Suz); 3. Doug Hovis (Yam).

125 NOV DIV 2: 1. Mike McGurk (Yam); 2. George Roese (Suz); 3. Jeff Camarigg (Yam).

125 INT: 1. Randy Shoaff (Suz); 2. Matt Zigeler (Suz); 3. Adrian Hernandez (Suz).

125 EX: 1. Danny Burtt (Suz); 2. Robert Green (Suz); 3. Andy Orescanin (Suz).

250 BEG DIV 1: 1. Craig DeBoer (Suz); 2. Wayne Wernimont (Hon); 3. Mike Courtney (Suz).

250 BEG DIV 2: 1. Mike Burnach (Yam); 2. Mike Ward (Suz); 3. Steve Burnach (Yam).

250 NOV DIV 1: 1. Bill Hair (Yam); 2. Bart Onasch (Suz); 3. Joe Speechio (Suz).

250 NOV DIV 2: 1. Biran Tolson (Suz); 2. Rick Anderson (Yam); 3. Dale Chavez (Hon).

250 INT: 1. Dean Wilkinson (Hon); 2. Dennis Wooldridge (Hon); 3. Ron Lawson (Suz).

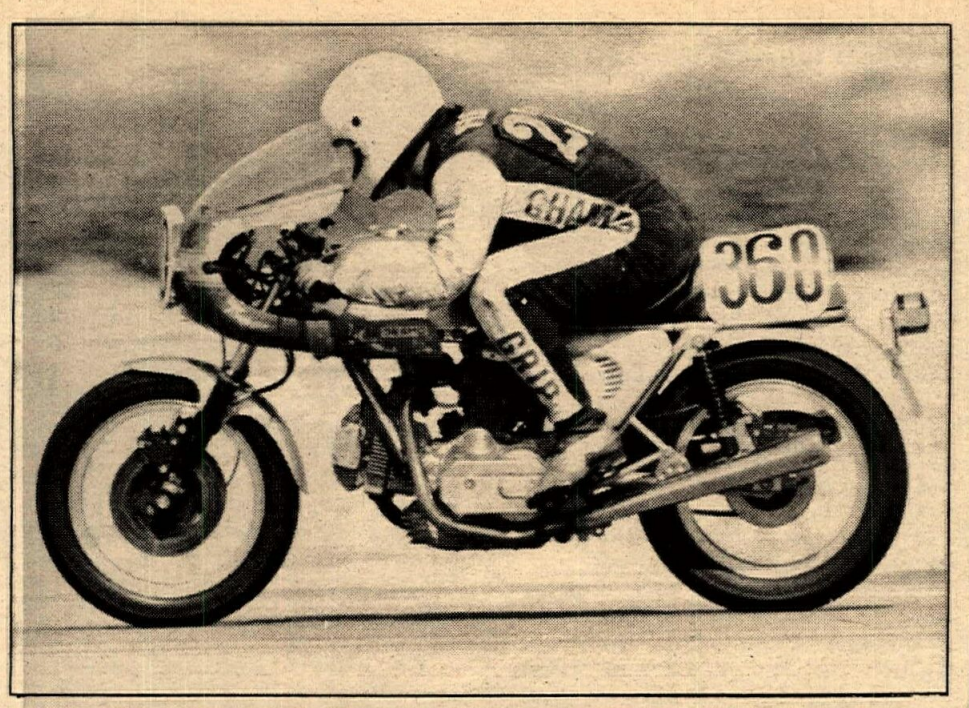
250 EX: 1. Dave Williams (Mai); 2. Phil Thorstensen (Hon); 3. Andy Northrup (Suz).

OPEN BEG: 1. Dave Terrell (Yam); 2. Mike Nix (Yam); 3. Stan Kinsey (Yam).

OPEN NOV: 1. Bill Harold (Yam); 2. Mark Burnach (Hus); 3. Terry Ashtar (Yam).

OPEN INT: 1. Mike Meshkoff (KTM); 2. Bill Koch (Suz); 3. Glenn Glass (Yam).

OPEN EX: 1. Dave Williams (Mai); 2. Lou Fernandez (Yam); 3. Paul Sedler (Mai).



Lee Fleming won two classes at the Willow Springs ARRA road race.

Blackwell, Jennings, Gomez win at Saddleback MX

By Terry Whytal

ORANGE, CA, SEPT. 30

Texas' up and coming rider Rick Blackwell, mounted on an Open class Maico took home the top money at this week's Saturday Saddleback Motocross.

Yamaha rider Jim Gibson grabbed the lead at the start of the first Open Pro race but breathing down his neck were Blackwell, Maico-mounted Will Harper and Robert Marino (Yam). Gibson and Blackwell soon began to pull away from the others while putting on a great show for the spectators. On the 15th lap, mechanical gremlins struck Gibson forcing him to DNF. Blackwell cruised to the win with Harper taking second over Marino.

Blackwell pulled the holeshot in the second moto with Harper and Marino close behind. The three riders held their positions for most of the race with no one able to pull away. Until just two laps from the end Marino got around Blackwell to take the checkers first ahead of Blackwell and Harper. Overall the win went to Blackwell with a 1-2 score, second to Marino (3-1) and Harper took (2-3) third.

Maico-mounted Jeff Jennings handily won the 250cc Pro class with two perfect moto wins. Suzuki rider Jim Tarantino and Yamaha rider Scott Gillman had a hard fought battle for second with the two trading moto finishes and Tarantino taking second overall and Gillman third.

Riding a Cole Bros. Suzuki, little Tony Gomez continued his long string of victories at Saddleback by easily winning the 125cc Pro class with back to back wins. The runner-up spot went to an improving Vere Butler on a Yamaha and third place to Graig Dale on a Suzuki.

Results

500cc PRO: 1. Rick Blackwell (Mai); 2. Robert Marino (Yam); 3. Will Harper (Mai).
250cc PRO: 1. Jeff Jennings (Mai); 2. Tim Tarantino (Suz); 3. Scott Gilman (Yam).
125cc PRO: 1. Tomy Gomez (Suz); 2. Vere Butler (Yam); 3. Craig Dale (Suz).
500 INT: 1. Craig Robertson (Suz); 2. Bob Hueth (Yam); 3. Danny Scholsberg (Mai).
250cc INT: 1. J. Afero (Yam); 2. Mark Halliburton (Suz); 3. Mike Eddy (Mai).
125cc INT: 1. Eric Baker (ESC); 2. Mike Darnell (Suz); 3.Vanya Samarin (Suz).
500cc JR: 1. Scott Child; 2. Ernie Cabral (Suz); 3. Steve Kale (Suz).
250cc JR: 1. David Bergman (Mai); 2. Steve Holben (Yam); 3. Gene Van Dyke (Mai).
125cc JR: 1. Rick Nelson (KTM); 2. Jose Hernandez (Suz); 3. Dan Rodriquez (Suz).
250cc BEG: 1. Eric McCracker (Yam); 2. Daryl Bowes (Suz); 3. Rich Varner (Hus).
125cc BEG: 1. Greg Smith (Yam); 2. Bruce Jackman (Yam); 3. Kurt Knuds (Yam).

Hlarka, Parry top ARRA RR

By Jim Lester

ROSAMOND, CA, OCT. 8

American Road Racing Association promoter Pat Manning described Sunday's rider turnout at Willow Springs as the smallest he's had for a road race all season. He blamed the small turnout on, first, an A.F.M. road race the same weekend at Sears Point, and, second, an unfounded rumor that his club doesn't carry rider insurance. Actually, there's $5,000 coverage (with $100 deductible). And restauranteur/racer Earl Smith started a "benevolent fund" to aid riders who can't afford the deductible.

The 250cc GP race was a real barnburner. Dennis Parry (Yam), Ron Hlarka, Wally Karpynec (Yam) and Eddie Lawson (Yam) spent the first three laps (eight miles) in a tight "Blue Angels" diamond formation. Lawson was the first to drop off the pace, with Karpynec slipping back halfway through the race. Hlarka (Specialist II Yam, 1:39 laps) finally got around Parry on the seventh of 10 laps, and held on to win despite being slowed by "lapped" traffic at the flag.

After four laps in the Open GP race Steve Mallonee (Kaw, 1:38) had built up a four-second lead over Dennis Parry (Yam). But Steve's back tire began overheating and sliding in the turns, allowing Parry to close to within one second with only two laps to go. Dennis got around Steve on the ninth lap, and took the victory by one and a half seconds. Dennis was racing in the 500cc class, though, so Steve still got credit for the Open GP win.

The 410cc Production race promised to be an interesting battle, with Thad Wolfe (Yam) and Malcolm Hill (Yam) tied for the class points lead, and Ed Toomey (Yam) only five points back. Wolfe and Toomey looked fast in practice, with Hill struggling to bounce back (sorry, no pun intended) from a horrendous crash at Riverside the week before.

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Also on hand was Dick Fuller, the fellow who came within three points of winning the class points title last season.

Wolfe (1:43) was first off the line, with Toomey and Fuller in his slipstream. Fuller moved into second place on the second lap, but Toomey went back by Dick two laps later. Wolfe and Toomey swapped the lead several times on the fifth lap. Coming around onto the front straight on the sixth lap Wolfe went off into the dirt at turn nine, but didn't lose second place. Toomey (with some quick 1:42 closing laps) took advantage of Thad's excursion to lock up first place. Wolfe still leads Toomey in points 42-40.

Dick Kilgroe (Kaw, 1:40) cruised to victory in the Four-Stroke GP race, but fought a losing battle to keep up with Steve Mallonee (Warland Eng. Kaw, 1:39) in the Super Cafe race. In other big bike action, Open Production winner Lee Fleming (Duc) scored his second victory of the day over teammate, business partner, and friend Whitney Blakeslee (Kaw) in the Open Box Stock race.

Results

BEGINNER: 1. Rob Selvy (Yam); 2. David Burns (Kaw); 3. Dave Giles (Yam).
50cc GP: 1. Jim Ahrens (Kre); 2. Mario Caldato (Itj); 3. Paul Manning (Itj).
100 GP: 1. Malcolm McCassy (FMF); 2. Gregg Chaffee (Kaw).
125 GP: 1. Corbin Dickinson (Hon); 2. Peter Kishdillian (Yam); 3. Curtis Maddox (Hon).
200 GP: 1. Terry Nelson (Yam); 2. Earl Smith (C-A); 3. Dennis Frey (Yam).
250 GP: 1. Ron Hlarka (Yam); 2. Dennis Perry (Yam); 3. Wally Karpynec (Yam).
500 GP: 1. Dennis Perry (Yam); 2. Wally Karpynec (Yam); 3. Mike Fleming (Yam).
OPEN GP: 1. Steve Mallonee (Kaw); 2. Dick Kilgroe (Kaw); 3. Steve Sowden (Kaw).
4-STROKE GP-500cc: 1. Steve Schrader (Hon); 2. Ben Bernie (Hon).
4-STROKE GP-750cc: 1. Carry Keoshgerian (J.A.P.); 2. Eric Hedger (MG); 3. Bryan Chono (Hon).
4-STROKE GP-OPEN: 1. Dick Kilgroe (Kaw); 2. Whit Blakeslee (Duc); 3. Tom Ballantyne (Suz).
125 PROD: 1. Mile Richins (C-A); 2. Richard McClanahan (Yam); 3. George Karpynec (DKW).
200 PROD: 1. Dennis Frey (Yam); 2. Earl Smith (C-A); 3. Alan Schwartz (Yam).
410cc PROD: 1. Ed Toomey (Yam); 2. Thad Wolff (Yam); 3. Dick Fuller (Yam).
550 PROD: 1. Ed Toomey (Yam); 2. Glenn Hobbs (Yam); 3. Howard Monise (Yam).
750 PROD: 1. Jeff Tuttobene (Lav); 2. David Messimer (Suz); 3. Eric Hedger (MG).
OPEN PROD: 1. Lee Fleming (Duc); 2. Whit Blakeslee (Kaw).
CAFE 500: 1. Ben Bernie (Hon); 2. Hugh Miller (Yam); 3. Tom Chastain (Yam).
750 CAFE: 1. Carry Keoshgerian (J.A.P.); 2. Steve McClenon (M-G); 3. David Messimer (Suz).
CAFE SUPER: 1. Steve Mallonee (Kaw); 2. Dick Kilgroe (Kaw); 3. Steve Sowden (Kaw).
BOX STOCK 410cc: 1. Daniel Diaz (Yam); 2. Dennis McGrady (Kaw).
BOX STOCK OPEN: 1. Lee Fleming (Duc); 2. Whit Blakeslee (Kaw).

Mayfield, Tarantino, Whiting work it out at CRC Racing World MX

By Keith Clemons

TRABUCO CANYON, CA, OCT. 8
Open Pro Mike Edmonson, 250cc Pro Donald Draskovich, 125cc Pro A.J. Whiting, 100cc Intermediate Tony Barbacovi, Senior Vet Bob Barr, and Mini Expert Don Best, were all on hand at Racing World to receive Maxi trophies from California Racing Club's owner Jack Barbacovi. The special CRC awards presentation was for the Summer Series winners and these six, were at the top of the lists in total points.

Open Pro Tom Mayfield was also out at Racing World with his Moto Meister-sponsored Maico to challenge the rest of the Pros, but he frankly admits that if his buddy Dave Foltz hadn't broke he wouldn't even have finished in the fourth place position that he did. He just couldn't get into the first moto. On the other hand Lance Moorewood was up for it and, on a new Husky which he had never ridden before, screamed through the holeshot turn and rode the race no contest to win. Hal Strauss pushed his Cole Brothers-sponsored Maico through the turns to finish second and Ron Tebbs, riding for Pomona Valley Kawasaki, rode home third.

The second moto was a complete reversal of the first and had some unusual results with the top four riders all totaling five points. Mayfield won the race and with his fourth in the first moto had a five and won the overall first. Tebbs moved up to second and with a first moto third ended with five for second overall. Strauss dropped a position and with his previous second had a five for third overall and Moorewood finished fourth and with his first place first moto win had five to finish fourth.

Jim Tarantino slaughtered the rest of the boys in the 250cc Pro class. In both motos he ran away with the race from the holeshot to the checkered flag and in the second moto, where he claims that after establishing his lead he cut back to conserve his energy, he was clocked with a 30-second lead over second place John Atwood. You would think that someone as fast as that would have a top sponsor but Tarantino hasn't and says he is still looking for one. Atwood finished second overall for his sponsor Crown Cycle and Mike Boyd went home with third overall.

A.J. Whiting, Summer Series points winner for the 125cc Pros, won both motos in the 125cc Pro race. Starting third in the first moto he pulled up to a quick lead and held the front position the rest of the way. Jason Yodogawa, who just recently was selected by Honda to test ride their soon-to-be-released 400cc experimental works bike, finished second in the first moto behind Yamaha factory-sponsored Whiting. But Yodogawa ran into some second moto bad luck and missed the start of the race which put him out of the competition. Matt Tedder, meanwhile started dead last in the first moto and with two spills to slow him down was still able to finish fourth. In the second moto he picked it up some and turned the first corner behind Whiting and stayed there all the way to finish second and take the overall in that position. Tedder rides for Suzuki of Pomona and Jerry Freckelton of T.J. Racing went home third for the day.

Results

OPEN PRO: 1. Tom Mayfield (Mai); 2. Ron Tebbs (Hus); 3. Hal Strauss (Mai).
OPEN INT: 1. Mike Meshkoff (KTM); 2. Dan Moore (Mai); 3. Mike Said (Mai).
OPEN NOV: 1. Jim Weis (Suz); 2. Bob Crosta (KTM).
OPEN BEG: 1. Danny McMichen (Mai); 2. Jeff Francis (Hus); 3. Kris Goolsby (Hus).
250 PRO: 1. Jim Tarantino (Suz); 2. John Atwood (Mai); 3. Mike Boyd (Hon).
250 INT: 1. Darrel Anderson (Yam); 2. Kevin McLaughlin (Yam); 3. Duane Mapes (Mai).
250 NOV: 1. Craig Johnson (Hus); 2. Greg Foster (Yam); 3. Gary Lower (Yam).
250 BEG: 1. Gabe Brown (Hus); 2. Mike Hahn (Hon); 3. James Herman (C-A).
125 PRO: 1. A.J. Whiting (Yam); 2. Matt Fedder (Suz); 3. Jerry Freckelton (Suz).
125 INT: 1. Rick Cecrle (Suz); 2. Mark Larnkjaer (Suz); 3. Matt Zigeler (Suz).
125 NOV: 1. Joe Bray (Kaw); 2. Jim Kennedy (Yam); 3. Gordon Jennings (Yam).
125 BEG: 1. Ken Donovan (Suz); 2. Les Fulkerson (Suz); 3. Mark Bates (Yam).
100 NOV: 1. Tom Duddley, Jr. (Yam).
100 BEG: 1. Joe McCoy (Yam); 2. Rick Kramer (Yam); 3. Mike Caruso (Yam).
VETS SR: 1. Doug Van Duzen (Mai); 2. Bill Burkhart (Mai).
VETS INT: 1. Bob Crosta; 2. R.A. Buzz Meller (Hus); 3. Dewain Jarrett (Suz).
VETS JR: 1. Tom Truman (Suz); 2. Dan Sanchez (Suz); 3. Jerry Black, Sr. (Mai).
MINI INT: 1. Tim Shelton (Suz); 2. Kirk Williams (Yam).
MINI NOV: 1. Stephan Van Duzen (Yam); 2. Eric Bridges (Yam); 3. Chris Gables (Yam).
MINI BEG: 1. Blake Vatali (Yam); 2. James Daniels (Yam); 3. Taki Ohno (Suz).

Gibson again at SSM MX

By Terry Whytal

ORANGE, CA, OCT. 7
Yamaha rider Jim Gibson once again swept the 250cc Pro class over the tough competition of Maico-mounted Jeff Jennings, at this week's Saturday Saddleback Motocross.

Gibson led the start of the first moto with a tight pack of riders, Jim Tarantino on a Suzuki, Jeff Ward on a Yamaha, and Arden Hadley on a Maico running close behind. Jennings came up from a bad start and quickly passed Hadley and Ward and began to pressure Tarantino. By the time Jennings got around Tarantino on the eighth lap, Gibson had opened up a good sized lead. Jennings tried hard but was unable to catch Gibson so the finish order was Gibson, Jennings and Tarantino.

Tarantino grabbed the lead at the start of the second moto with Gibson and Jennings breathing down his neck. Gibson put the move on Tarantino on the third lap and Jennings kept the pressure on until getting by on lap eight. Gibson and Jennings began pulling away while having a good dice between themselves. Ward passed Tarantino and set out after the leaders. Ward really put on a hard charge as he caught up to and passed Jennings on the last lap to take second behind Gibson. Overall scoring was, Gibson (1-1) first, Jennings (2-3) second, and Ward (4-2) third.

Scott Gillman rode his Yamaha to the 500cc Pro win over Maico riders Will Harper and Andy Baines.

Yamaha-mounted Cliff Lett took the 125cc Pro win with Huff Hadley riding his Suzuki to second and Matt Tedder (Suz) finishing third.

Results

500cc PRO: 1. Scott Gillman (Yam); 2. Will Harper (Mai); 3. Andy Baines (Mai).
250cc PRO: 1. Jim Gibson (Yam); 2. Jeff Jennings (Mai); 3. Jeff Ward (Yam).
125cc PRO: 1. Cliff Lett (Yam); 2. Huff Hadley (Suz); 3. Matt Tedder (Suz).
500cc INT: 1. Fulton Tidwell (Yam); 2. Martin Olson (Mai); 3. Mario Bostanelli (Mai).
250cc INT: 1. Jody Uycheci (Mai); 2. Darryl Anserson (Yam); 3. Mike Marson (Hon).
125cc INT: 1. Bobby Ryan (Suz); 2. Forrest Hayashi (Suz); 3. Mark Darnell (Suz).
500cc JR: 1. Dennis Cox (Hus); 2. Randy Raiman (Mai); 3. Steve Kale (Suz).
125cc JR: 1. Bill Rechia (Suz); 2. Mark Darnell (Suz); 3. Dan Rodriquez (Suz).
250cc BEG: 1. Doug Hayes (Hon); 2. Mark Wathers; 3. Jeff scott (Suz).
125cc BEG: 1. Paul Brewer (Yam); 2. John Pepper (Suz); 3. Jan Murray (Hus).

Harper grand slams AME Indian Dunes MX

By Laura Richard

VALENCIA, CA, OCT. 8
Will Harper (Cole Bros. Mai) made it look easy as he took back to back wins in both the 250 and 500cc Pro class at AME's Indian Dunes motocross.

In the Open Pro class Andy Jannings was able to pull the holeshot with Harper taking second and Steve Richard (Mai, Canoga Park Suz) taking third, but as the halfway mark was signaled, Harper started to push Jannings and took over the lead. In the meantime there was quite a race going on for third between Richard and Bill Hagen (Murry's Yam). Hagen was trying to overtake third with one lap to go, and was finally able to get it.

Moto two again saw Jannings taking the holeshot with Harper in second, Richard third and Hagen fourth. Again the duel went on between Jannings and Harper for first and Hagen and Richard for third, but with two laps left to go bad luck fell on Jannings and he had to settle for third place with Harper taking over the lead and Richard taking second. The overall win went to Harper with Jannings second and Richard third.

In the 250cc Pro class Mike Shoemaker (Yam Shoemaker Cycles) grabbed the lead with Will Harper (Cole Bros. Mai) second and Mark White (Mission Hills Hus) third. Harper was able to take the lead from Shoemaker, but then Shoemaker had to hold off a strong charge from

White. He held on to his second place. The overall win went to Will Harper with second going to Shoemaker and third to Bill Ovellette (Trim Leathers).

The 125cc Pro class really provided some great thrills, with back to back wins going to Suzuki rider Rick Maki (Cole Bros.). David Baker (Canoga Park Suz) put up a strong fight and did a great job for his first Pro race, taking second. Third went to Bob Ramsey (Suz).

Results

JR CYCLE JR: 1. Karl Gengenbary (Suz); 2. Cory Tramel (Hon).
JR CYCLE INT: 1. Marty Rickard (Suz).
MINI JR: 1. Gary Szilagy (Suz); 2. Jerry Richert (Suz); 3. Duane Dalton (Suz).
MINI INT: 1. Zoli Meszaros (Yam).
MINI EX: 1. Pat McConnell (Yam).
100 JR: 1. Mike Mearley (Suz); 2. Bobby Wright (Suz); 3. Buddy Foster (Suz).
100 INT: 1. Tommy Bence (Suz); 2. Duke Wright (Yam); 3. Dave Calais (Yam).
100 EX: 1. Randy Harden (Yam); 2. Richard Isigng (Yam); 3. Allen Hopper (Yam).
125 BEG: 1. Jim Butler (Yam); 2. Victor Berry (Yam); 3. Rodney Peterson (Suz).
125 JR: 1. Eddie Green (Suz); 2. Mike Nishita (Yam); 3. Randy Jones (Suz).
125 INT: 1. Chris Bercaw (Suz); 2. Don Bizzy (Suz); 3. Todd Bausch (Suz).
125 PRO: 1. Rick Maki (Suz); 2. David Baker (Suz); 3. Bob Ramsey (Suz).
WOMEN'S DIV: 1. Debbie Thrgifall (Suz).
VETS EX: 1. Richard Hampton (Mai); 2. Keith Phillips (Suz).
250 BEG: 1. Mike Ryckerbosch (Suz); 2. Danny Bates (Yam).
250 JR: 1. Dave Harmon (Hon); 2. Henry Swain (Suz); 3. Paul Sacllin (Yam).
250 INT: 1. Mike VanAcher (Hon); 2. Brian Chereshkoff (Hon); 3. Dan VanAcher (Hon).
250 PRO: 1. Will Harper (Mai); 2. Mike Shoemaker (Yam); 3. Bill Ovellette (Yam).
500 JR: 1. Richard Lidyard (Yam); 2. Andy Richard (Yam).
500 PRO: 1. Will Harper (Mai); 2. Andy Jannings (Mai); 3. Steve Richard (Mai).

Jannings blasts AME Sprockets Park night MX

By Laura Richard

BAKERSFIELD, CA, OCT. 7

Cole Bros. Maico rider Andy Jannings proved just how good of a rider he really is with back to back wins in the Open Pro race.

The moto one holeshot went to Steve Richard (Canoga Park Suzuki Mai) with Jannings in second and Ammex rider Gary Jones in third. It took Jannings a quick turn of the throttle to take over the lead with Richard a comfortable second and Jones in third.

Moto two saw a repeat of moto one with Jannings taking the lead and Richard in second and Jones in third. Bill Hagen (Murry's Yam) put on a strong charge but was unable to overtake the three leaders. The overall win went to Jannings with Richard taking second and Jones taking third.

The start of the 250cc Pro race looked like Jannings (Murry's Hon) was going to repeat his performance from the Open Pro race. He took the holeshot and started to pull a lead on the rest of the pack. But about halfway through the race he had to retire due to bike problems. This gave the lead to Gary Jones (Ammex).

The second moto saw strong-riding Kirk Sturgeon (Hon) take the holeshot and the lead with Jones in second. Sturgeon stayed ahead of the pack and finished first with Jones in second. But with a third place finish in moto one, Sturgeon had to settle for second overall with first going to Jones.

Results

JR CYCLE BEG: 1. Daon Priddy (Hon); 2. Eddie Pruett (Hon); 3. Billy Hoffman (Hon).
JR CYCLE JR: 1. Johnny Hoffman (Suz); 2. Jack Horton (Hon).
JR CYCLE INT: 1. Marty Richard (Suz).
100 JR: 1. Gene Stephens (Yam); 2. Bobby Wright (Suz); 3. Preston Wade (Yam).
100 EX: 1. Allen Hooper (Yam); 2. Randy Harden (Yam).
ATC 90: 1. Curtis Sparks (ATC); 2. Mel Brannon (ATC); 3. Phillip Crandill (ATC).
125 BEG: 1. Danny Lawhorn (Yam); 2. Paul Gable (Suz); 3. Charles Maddoz (C-A).
125 JR: 1. Harold Smith (Yam); 2. Mark Stonebumer (Suz); 3. Mike Cervantex (Yam).
125 INT: 1. Brian Williamson (Yam); 2. John McCauley (Suz).
125 PRO: 1. Gary Jones (Suz); 2. Danny Thompson (Suz); 3. Dave Lynch (Suz).
250 BEG: 1. Tom Armistead (Yam); 2. Dave Jerri (Bul); 3. West Horton (Yam).
250 JR: 1. Will Barr (Hon); 2. John Jacobson (Yam); 3. Mike Hunsaker (Hon).
250 INT: 1. Mark Bledsoe (Yam); 2. Ty Cline (Hon); 3. Jim Lauer (Yam).
250 PRO: 1. Gary Jones (Ammex); 2. Kirk Sturgeon (Hon).
500 BEG: 1. Tom Ferguson (Bul); 2. Brian Pierce (Yam); 3. Lee Drewry (Mai).
500 JR: 1. Andy Richard (Yam); 2. Robert Springman (Yam); 3. Joe Lemke (Ammex).
500 INT: 1. Darren Oliver (Yam).
500 PRO: 1. Andy Jannings (Mai); 2. Steve Richard (Mai); 3. Gary Jones (Ammex).

Mayfield, Tarantino, Meyer clean up at Racing World MX

By Keith Clemons

TRABUCO CANYON, CA, OCT. 1

Moto Meister's Tom Mayfield jetted down to Racing World set on winning the Open Pro race — and did. Open Pro Ron Tebbs had been getting up at 5:30 a.m. every morning to jog before school, hoping to get back into top condition before meeting up with someone like Mayfield. Tebbs' Dad used to be the assistant track coach for USC and has been helping Ron improve his sprints and, more importantly, is making sure he doesn't let up. Tebbs is truly in training.

When the gate dropped in the first moto of the Open Pros it was plain that the race was between Mayfield and Tebbs. After Tebbs squeezed his way through the hole he and Mayfield let go with such moto madness that by the end of the fourth lap they were dicing together with a 40-second lead over the rest of the pack. Mayfield passed Tebbs and secured the front, so Tebbs backed off knowing the upcoming second moto was the hot one.

That number two moto saw Mayfield grab the holeshot with Tebbs truckin' his hot hustling Husky close behind putting the pressure on hard. It was anybody's race until Tebbs got nailed with a flat and that was that. Tebbs, who had worked so hard to get in shape, was defeated by the elements. Mayfield finished a cool minute in front of second place Jim Ervin. Ervin still went home second overall because Tebbs didn't finish.

Jim Tarantino got a last place start in the first 250cc Pro moto. He popped a wheelie off the line which cost him valuable seconds as he cut his throttle to set his Suzuki down. But with a tuned-in attitude of "I'm going for it," he blasted through the traffic all the way to the front. It wasn't until he got far enough ahead to begin passing lapped traffic that he got into trouble and then only for a moment as his front wheel washed out, causing him to spill, but Tarantino was back on his wheels before any competitive traffic could get by.

Tarantino took the second 250cc Pro moto with a flat out holeshot-to-the-checkers win to take home the first place money for the day. Tarantino is presently looking for a top notch sponsor. Bret Meyer was second through the flags in both motos for the overall in that position and Mike Boyd drove home third.

Bret Meyer also raced and won in the 125cc Pro class. In the first moto

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Tom Mayfield was first to the flag in the Racing World Open Pro class.

he got a bad start and throughout the moto seemed to be generally jinxed but he stayed on top of it to rake in the money. By the second lap he had worked his way up to the number two position behind Matt Tedder but before he could pass he hit a rock and fell, dropping him back to fifth. As he worked his way back up to the front and got in behind Tedder again, he lost control of his front end and washed out once more. This time, however, only one other rider got by him before he was able to get back into the running. Tedder, still out in front, was by this time too far gone to catch but Meyer zipped the number two man and finished second in the first moto just a few seconds behind Tedder.

In the second moto Tedder got the holeshot again but this time Meyer caught up to him and they were running neck and neck when they went into a tight corner and Tedder caught a bad line and fell. Meyer, taking over the front, stayed there to win the race and take first for the day. Tedder picked himself up in time to finish second and took the overall in that position.

Results

OPEN PRO: 1. Tom Mayfield (Mai); 2. Jim Ervin (Suz); 3. Ron Tebbs (Hus).
OPEN INT: 1. Mike Said (Mai); 2. Frank Said (Mai); 3. Fulton Tidwell (Yam).
OPEN JR: 1. Jim Galatioto (Yam); 2. R.A. Moeller (Hus).
OPEN BEG: 1. Earl Johnson (Yam); 2. Rick Vines (Yam); 3. Greg Jons (Mai).
250 PRO: 1. Jim Tarantino (Suz); 2. Brett Meyer (Hon); 3. Mike Boyd (Hon).
250 INT: 1. Wayne Wells (Hon); 2. Duane Mapes (Mai); 3. Mike Marshall (Hon).
250 JR: 1. Ted Waldrop (Hon); 2. Ed Abella (Hon); 3. Gary Lower (Yam).
250 BEG: 1. Steve Baumgalther (Yam); 2. Pat Jennings (Yam); 3. Richard Sarver (Suz).
125 PRO: 1. Brett Meyer (Suz); 2. Matt Tedder (Suz).
125 INT: 1. Norman Nilsson (Suz); 2. Angel Montoya (Yam); 3. Chris Fischer (Suz).
125 JR: 1. Lance Weiner (Suz); 2. Shean Gilboy (Suz); 3. Bill Recchia (Suz).
125 BEG: 1. Rob Harvill (Yam); 2. Chip Cox (Suz); 3. Ken Donovan (Suz).
100 EX: 1. Darel Francis (Yam).
100 JR: 1. Brad Gnegy (Yam); 2. Joe Mackle (Suz); 3. Tom Duddey (Yam).
100 BEG: 1. Ed Gieselman (Yam); 2. Joe McCoy (Yam); 3. Jay Stein (Suz).
MINI JR: 1. Eric Bridges (Yam); 2. Kevin Wood (JBS); 3. Ti Swartz (Yam).
MINI BEG: 1. Richard Galatioto (Yam); 2. Milano Atanasovski (Yam); 3. Steve Nelson (Yam).

Minnig claims two at Corona HM/TT

By Elaine Jones

CORONA, CA, OCT. 5

It was Mike Minnig's night as a good turnout of flat trackers and a class of speedway riders turned out and found a fast rack awaiting them at Corona Raceway.

Minnig found his strongest challenge came from Ross Klatt as they came to the line for the TT. Klatt blasted off into the lead with Minnig second. As they came off the half mile and hit with switchbacks, Klatt was still in front and Minnig was close on his tail. Minnig almost lost the ball game as he stuck his foot down wrong but hung on and came out fighting. As they hit the half mile again Minnig pulled up alongside Klatt and inched ever so slightly in front of him to take the lead. Klatt regained the advantage when they hit the tight stuff and had the lead when they headed into the fourth lap. Next time around Minnig was not to be denied as he pulled ahead and got some distance on Klatt. From there on out the race was Minnig's with Klatt second and Chris Cannon third.

The Open Money half mile was another come-from-behind for Minnig. This time it was Eddie San Roman who jumped out on top with Minnig second and Danny Perkins third. Minnig moved quickly, taking San Roman in turns three and four and then he proceeded to pull away from the field. San Roman hung in there for a solid second and Perkins was third.

"Speedy" Pete Hames did it again in the 250cc Money half mile. Hames went wire to wire in the 10 lap go but things were far from decided behind him. Mike Redding was out in second with Ross Klatt and Chris Cannon in the 3-4 spots. Two laps into the race Klatt slipped under Redding, dropping him to third. Cannon thought it was such a good idea he tried the same thing only it took three laps before he could pull it off. Cannon and Klatt started going at it with Cannon getting very close only to have Klatt close the door on him. They diced back and forth all the way to the checkered flag but Klatt was there when it counted with Cannon third.

Four speedway riders showed up to get in a little half mile practice and ended up putting on quite a show. In the heat race with only one lap down, Jim Turner who had just lost the lead to David DeTemple got tangled up with another rider and kissed the wall. Fortunately Turner was OK but his bike needed some first aid before it raced again. The three left became two when DeTemple was unable to make it to the line for the main and Jimi Forehand seemed to have little trouble disposing of Jack Kee.

Rick Volk and Dave Peters split the Open Expert goes with Volk taking command of the TT of the line and totally dominating the race. Peters came back on the half mile and although Volk got the jump off the line Peters caught him in the first turn and went on for the win. It was obvious that Volk's bike was not running to full capacity which he needed to catch Peters, and as soon as the checkered came out Volk got another surprise when he caught fire and had to lay it down. The fire was put out without too much damage to either one.

Double wins were collected by mini rider Curtis Cannon and 125cc rider Jimmy Snow.

Results

TT
MINI: 1. Curtis Cannon (Yam); 2. Jim Snow (Yam); 3. Roger Thompson (Yam).
250cc NOV: 1. Jim Snow (Yam); 2. Charlie Oswald (Yam); 3. Robert Dilley (Yam).
OPEN AM/EX: 1. Rich Volk (Yam); 2. Dave Peters (Tri); 3. Mike Paulson (Yam).
MONEY: 1. Mike Minnig (Yam); 2. Ross Klatt (Yam); 3. Chris Cannon (Yam).
HALF MILE
MINI: 1. Curtis Cannon (Yam); 2. Roger Thompson (Yam); 3. Jim Snow (Yam).
125cc: 1. Jim Snow (Yam); 2. Rob Hassay (Yam); 3. Troy Fisher (Kaw).
250cc NOV: 1. Rodney Rainey (Yam); 2. Randy Howard (Yam); 3. Charlie Oswald (Yam).
OPEN AM/EX: 1. Dave Peters (Tri); 2. Rich Volk (Yam); 3. Mike Paulson (Yam).
250cc MONEY: 1. Pete Hames (Yam); 2. Ross Klatt (Yam); 3. Chris Cannon (Yam).
OPEN MONEY: 1. Mike Minnig (Yam); 2. Eddie San Roman (Yam); 3. Danny Perkins (Yam).
SPEEDWAY: 1. Jimi Forehand (Jaw); 2. Jack Kee (Jaw); 3. Dave DeTemple.

Pattison, Bell win SRA Saddleback GP

By Sue Senn

ORANGE, CA, SEPT. 24

The unseasonal heat played havoc with bikes and riders alike during the opener of the Sportsman Racing Association's championship Grand Prix series.

The Seniors started things off and Bill Pattison, protecting his mid-year point standing as SRA's number one Senior. He moved out front and was threatened only once by Charlie Conway who went out in the third lap with bike problems.

At this point, it was Up Tite's George Erl, who moved his little 125cc Husky into a permanent second place. Behind Erl, Dave Crofoot was desperately fighting the heat and Ray Bierman for third. Although "The Crow" gave it his best shot, the pace was too much and the sticky, smothering event added the 250cc

favorite to its long DNF list.

As Bierman moved into third, he too realized he had a fight on his hands. Don Young who came from far back in the pack, seemed to get his second wind and his finish was in Bierman's dust.

The Mini race was won by Kevin Senn who prefers this type of course which he describes as a "motocross Grand Prix." A fast young desert rider, Mark Heth, was hot on Senn's tail until the last lap. Just as Heth passed the white flag, Shannon Shablin made his move. Shablin fought Heth over that last lap, and as they came in for the checkered, it was Shablin in second while Heth aced out Kevin's little brother, Keith Senn, for third.

The 250cc class was won by Up Tite's Tom Bell, but he worked for it. Danny Sanchez, who is sponsored by Pasadena Super Cycles, and Competition Cycle rider Craig Adams, were right with him through the first lap. After Adams' KTM went sour, Sanchez and Bell literally thrilled the crowd with their side by side antics. In the seventh lap, Sanchez shared Adams' fate and Bell took his Husky in for the win.

Behind Bell, three close friends, Steve Blakely, Warren Barr and John Taylor were showing each other everything they had ever learned about racing motorcycles. After it was all over and they had finished in that order, they decided to cool off at the beach.

The Open race featured three riders who enjoy riding against each other as much as fans enjoy watching. While Craig Adams and Mark Asbury diced for the lead, Wayne Martin was eating their dust.

Adams' KTM had apparently overcome its earlier problems and was now beginning to monopolize the lead. In the fifth lap, sweeper, Mark Vincellette reported that Asbury's Husky had seized and Martin was finishing second in front of Randy Hollenbeck. Vincellette also reported that SRA official George Ehrman was spotted leaning over his bike while intimate friends picked cactus out of his bottom side. Seems George overshot a turn and landed in a sitting position atop one of the many prickly bushes that inhabit the area.

The 81-200cc class finalized the day's events and it was Jeff "Goat" Hollier in the lead. Hollie's lead was short lived when Vanya "The Mad Russian" Samarin took over. The Russian was definitely the most popular rider of the day and skill best describes the ride that gave him the win over Rick Rogers and Hollie, who finished in that order.

Williams takes two at Corona MX

By Elaine Jones

CORONA, CA, SEPT. 29

Shirt sleeve summer weather and a big turnout of riders made for an exciting evening of motocross racing under the lights at Corona Raceway.

The saying the grass is greener on the other side held true for the Pros as they saw the new section of course made for the Sportsmen and asked the Racing Director if they could take a crack at it in lieu of the stadium whoop-de-doos. With permission granted they were off and running. It was David Williams' night as he cleaned house in the Open Pros, going two for two over Paul Sedler. Jumping from one bike to another he was back on the line for the always hotly contested 250cc Pro go.

Off the line in the first moto it was Redland's Suzuki/Spectro sponsored Marty Miller leading with Honda-mounted Terry Tietz and Bill's Cycle's Darryl Lumbattis in the 2-3 spots. Wheelsmith's Williams was way back in 10th with a lot of distance to make up. By the end of the first lap Williams had picked off Clinton Tarvin, Phil Thorstensen, Randy Collier and Dane Wigington to lie in sixth. The end of the second lap saw David Robinson and Lumbattis fall to Williams' attack as he made his way toward the top. Matt Devich had been busy and with the demise of Lumbattis had taken over third just ahead of the charging Williams, but couldn't withstand the onslaught of Williams who at this point was like a runaway train. Tietz was now the only rider who remained between front runner Miller and Williams and Williams disposed of him in short order. Miller went on the defensive and with three laps to go held Williams at bay to take the win.

The second moto saw Miller go out on top with Williams right on his exhaust and Tietz in third. Three laps went down before anybody could do any place swapping and then it was Thorstensen moving from fifth to third, slipping by Devich and Tietz. As they headed into the fourth lap Williams moved on Miller and came up with the lead. Now it was Miller's turn to play catch up as Williams opened up quite a bit of daylight. As the laps went down, Miller slowly but surely closed the gap. The white flag came out with Miller in a position to strongly challenge Williams. As they hit the infield both of them turned up the wick but it was Williams at the checkered, taking the overall from Miller on a tie-breaker. Devich, with a 3-4, was good enough for third one point ahead of Thorstensen.

Redlands Suzuki's Danny Burtt ran his win streak to three in a row as he took the 125cc Pro with a perfect 1-1 score, leading both motos from start to finish.

Mini Beginner Daren Orlandos picked up his graduation papers to the Novice division and Steve Peterson did likewise in the 125cc Beginner division. ●

Results

MINI BEG DIV I: 1. Jeff Schaeffer (Suz); 2. Tony Palmeri (Yam); 3. Ron Hattendorf (Hon).
MINI BEG DIV II: 1. Daren Orlandos (Suz); 2. Darin Myers (Suz); 3. Glen Clark (Yam).
MINI NOV: 1. Chris Gables (Yam); 2. Gary Clark (Yam); 3. Terry Knight (Suz).
MINI INT: 1. Larry Brooks (Yam); 2. Jey Sapp (Suz).
100cc BEG: 1. John Mazzacane (Yam); 2. Chad Werner (Yam); 3. Mark Camarillo (Yam).
125cc BEG DIV I: 1. Steve Peterson (Suz); 2. Dan Marsden (Yam); 3. Rod Vigue (Suz).
125cc BEG DIV II: 1. Jim Hudson (Yam); 2. Dwain Dahl (Yam); 3. Ron Rehniquist (Yam).
125cc BEG DIV III: 1. Craig Edwards (Yam); 2. Jim Viani (Suz); 3. John Shanko (Suz).
125cc NOV DIV I: 1. Bob Farr (Suz); 2. Robert Esparza (Yam); 3. Rod Drury (Yam).
125cc NOV DIV II: 1. Jim Stevens (Suz); 2. Ryan Eide (DG); 3. Mike Tihanyi (Suz).
125cc INT: 1. Adrian Hernandez (Suz); 2. Mark Gutebier (Suz); 3. Mike Burnett (Kaw).
125cc PRO: 1. Danny Burtt (Suz); 2. Ted Hoyt (Suz); 3. Andy Orescanin (Suz).
250cc BEG DIV I: 1. Gary Sherohman (Yam); 2. Steve Casey (Hus); 3. Wayne Wernimont (Hon).
250cc BEG DIV II: 1. Mike Ward (Suz); 2. Chuck Malow (Suz); 3. Mike Calwell (Yam).
250cc NOV DIV I: 1. Craig Cortner (Suz); 2. Brian Hoffman (Suz); 3. Bill Hair (Yam).
250cc NOV DIV II: 1. Scott Lantz (Hus); 2. Bill Wood (Hus); 3. Rick Umbarger (Suz).
250cc INT: 1. Mike Blake (Hon); 2. Vince Gonzales (Hon); 3. Dennis Wooldridge (Hon).
250cc PRO: 1. David Williams (Mai); 2. Marty Miller (Suz); 3. Matt Devich (Hon).
OPEN BEG: 1. Glenn Latter (Yam); 2. Dave Terrell (Yam); 3. Scott Smith (Yam).
OPEN NOV: 1. Bart Onasch (Suz); 2. Bill Hair (Yam); 3. Doug Hair (Yam).
OPEN INT: 1. Mike Hair (Yam); 2. Angelo Ficarotta; 3. Bill Koch (Suz).
OPEN PRO: 1. David Williams (Mai); 2. Paul Sedler.

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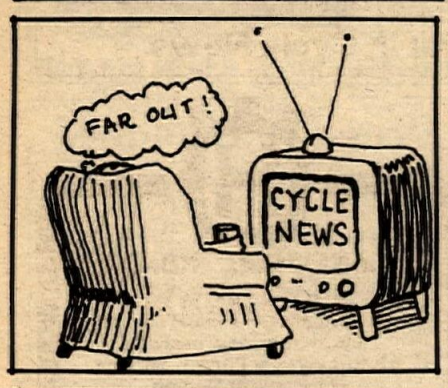

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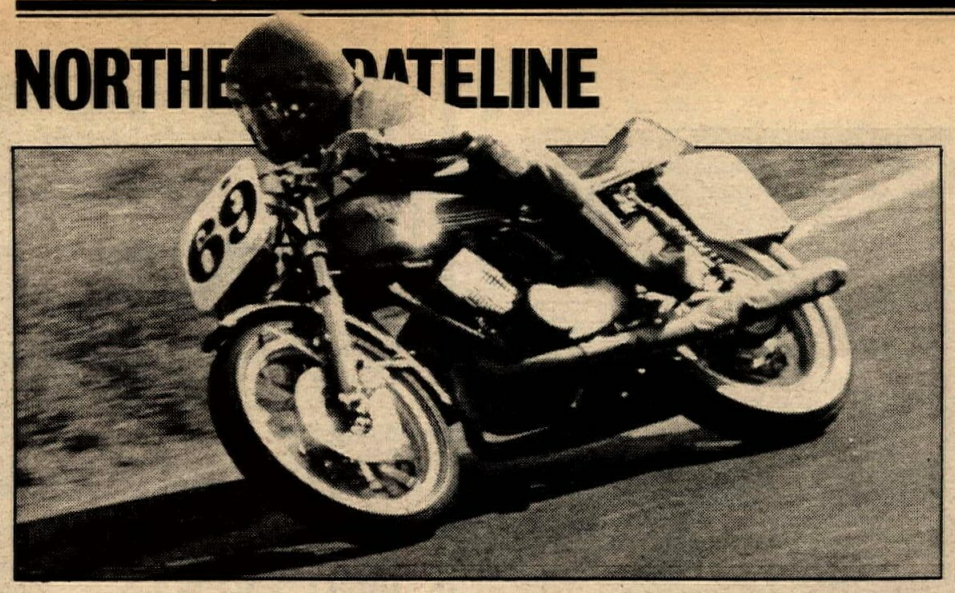


Taking 410cc Production honors at Sears Point is Gennady Liubimsky.

Marshall cops Polka Dots H&H

By Dejavu

FALLON, NV, OCT. 8

Polka Dots M.C.'s former 'Wilseyville' event was held Sunday at its new location near Salt Wells, Nevada. The 100-mile Hare 'n Hound course consisted of two separate loops over rocks, deep sand, fast fire roads, snaking sandwashes and a humungous downhill.

There were 209 riders on the starting line, with Amateur/Experts leaving first, and the Novices chasing dust five minutes later. Two hours and 16 minutes had passed when first overall and first Open Expert Charlie Marshall, riding a machine prepared by Honda-Kawasaki of Sacramento and partially sponsored by Hi-Point Distributors West, crossed the finish line. Darrol Brown finished second overall, second Open Expert in two hours, 32 minutes, with Kevin Robison third overall, first Open Junior in two hours, 42 minutes, and the amazing David Lee riding, 200cc Junior fourth overall in two hours, 46 minutes.

The top 10 finishers in order were Charlie Marshall, Darrol Brown, Kevin Robison, David Lee, Conrad Stitser, Open Expert, Ed Marchini, 250cc Junior, Randy Johnson, Open Junior, Norm Gratton, Old Timer Junior, Bob Cavakis, Veteran Novice and Clifford Ball overall Junior.

The day ended in the Nevada desert with presentation of some fine brass, including the beautiful overall trophy to Charlie Marshall, donated by Hi-Point West, the Club Trophy to the Dirt Diggers North M.C., and the Shop Trophy to Motorsports of Sacramento.

Results

125 JR: 1. Peter Prichard; 2. Tom Jepson.
125 NOV: 1. Mike Darby; 2. Danny Olsen.
200 JR: 1. David Lee.
200 NOV: 1. Doug Fielding; 2. Dean Dillon.
250 JR: 1. Ed Marchini; 2. Robert Edwards.
250 NOV: 1. Bill Dart; 2. Randall Armstrong; 3. Tim Hausman.
OPEN EX: 1. Charlie Marshall; 2. Darrol Brown; 3. Conrad Stitser.
OPEN JR: 1. Kevin Robison; 2. Randy Johnson.
OPEN NOV: 1. Tom Dixon; 2. James Brindos; 3. Bill Byran.
VETS EX: 1. Larry Mulock; 2. Fred Mozingo.
VETS JR: 1. Skeeter Anderson; 2. Dennis Mulcahy; 3. Fred Romani.
VETS NOV: 1. Bob Cavakis; 2. Bill Sherman; 3. Jerry Ketchum.
O.T. EX: 1. Bud Hamilton; 2. Bill Onga.
O.T. JR: 1. Norm Gratton.
O.T. NOV: 1. Roger Sanchez; 2. Dale Swanson; 3. Leslie Williams.

Franklin captures Mountain High MX

By Linzy Sargent

FRESNO, CA, OCT. 1

New track changes this week made the already popular Mountain High track even more challenging with a new uphill and many off chamber turns.

Only 170 riders showed up for this week's race, but that did not slow the action down any. Chip Chapman (Suz) took 125cc Pro class overall, but not without a fight. The first moto was all Chapman's, as he wheeled his Suzuki away for an easy win. Following in second was a battle between David Manhire (Suz) and John Nelson (Hanford Suz). The two battled for second for eight laps until fourth place rider, Andy Montaeo (Suz) caught and passed both for second place. They finished; Chapman first, Montaeo second, Manhire third, and Nelson fourth.

Moto two was a different story. Manhire grabbed the holeshot, followed by Nelson with Chapman a distant third. Second place finisher, Montaeo, was stuck in mid pack. Manhire led five laps of the 10 lap moto with Nelson glued to Manhire's rear fender. On lap six, Nelson made his move on the downhill and outgassed Manhire for first place. Nelson pulled out a slight five second lead and seemed to have it sewed up until Chapman caught Manhire and they set sights on Nelson. With less than two laps to go, Chapman made his move only to spin and lose second but later take the overall. Second went to Nelson and third to Manhire.

In 250cc Pro action, Jay Haroutunian (Summer' Suzuki of Fresno) took the first moto holeshot and pulled out a slight lead over Don Franklin (Mai) and Milan Garrett (Garrett's MX Shop). On lap three, Franklin closed the gap on Haroutunian, and Garrett did the same to Franklin. It was a three way battle for the lead with Franklin coming out on top on lap five. As Franklin pulled out a lead, Haroutunian and Grrett fought for second place. Garrett made the pass and seemed to have second secured. On the last lap, Garrett lost control of his Montesa on top of the hill and almost lost it. This brought Haroutunian within a bikelength as Garrett came back on the track. Haroutunian was unable to pass as they finished.

Moto two saw Haroutunian out front with the holeshot again. It did not last as long, as Franklin passed after one lap for the lead. One lap later, Garrett passed Haroutunian and the two started the battle again for second place: On lap five, going over a fast right hand jump, Garrett landed sideways and landed on his head. This was all Haroutunian needed to assure him of second overall behind double moto winner, Franklin. Third overall went to Greg Fraizer (Hon) riding in at a consistent 5-3 day.

Liubimsky, Garoutte dominate Sears Point RR

By Karl Okamoto

SONOMA, CA, OCT. 8

An injured Gennady Liubimsky was on the gas Sunday while winning 410cc Production in the last AFM points race of the year at Sears Point.

Liubimsky, who had skinned his arms in a previous crash, led from the first lap and stretched out his lead. A battle developed for second between Marc Salvisberg (Old Uncle Gaylord's RD350) and Dale Alexander (Team Cheap/Berkeley Yam RD350) with Salvisberg eventually pulling away and Alexander dropping out. Meanwhile, Bob Lugliani (San Mateo Yam/Continental RD350) and Lewis Vallerga (Palo Alto Yamaha RD400) were going at it for sixth place.

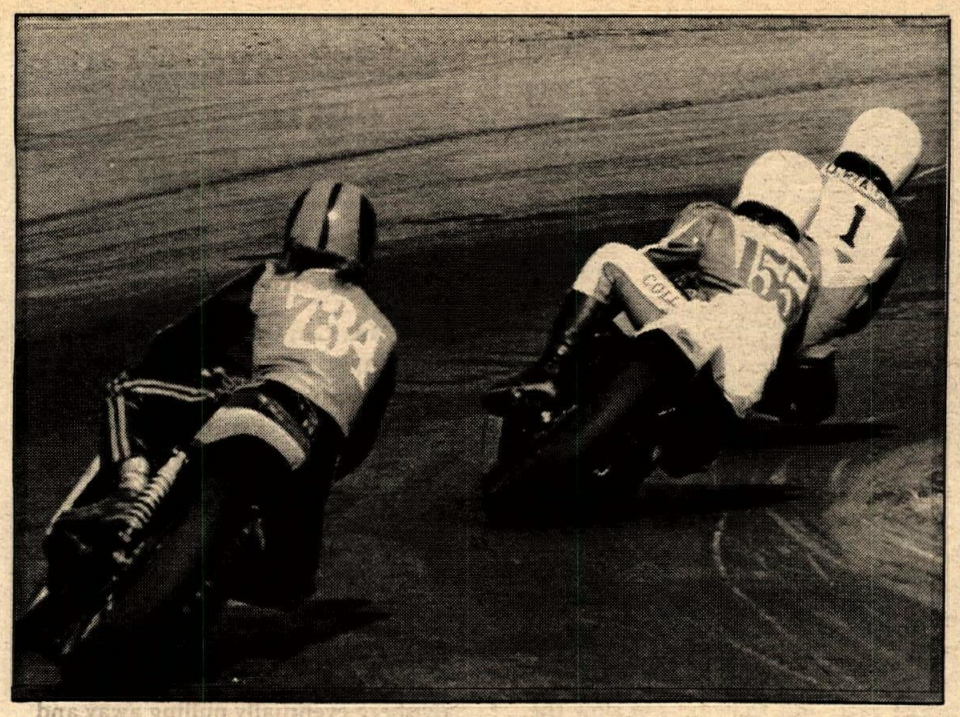
Salvisberg tried to close the gap on Gen during the closing laps of the race, but Liubimsky's lead was too large. Larry Titus took third at the checkered. Gennady's win, coupled with Alexander's DNF, gave the Harry Hunt-sponsored rider a slim lead in overall points going into the final points races of the year at Ontario and Riverside.

Dave Garoutte continued his late season charge with a hard fought victory over Glen Shopher in 250cc GP. The opening laps saw Shopher (Shoei/Farm House Rest. TZ250) and Garoutte (DKG TZ250) dicing back and forth, with Garoutte popping nice wheelies over turn three. By lap three Dave had established a two-bikelength lead. Said Glen afterward, "(turn) seven was greasy and so was three. I just blew it, no excuses. We'll see how it goes at Ontario." Bill McGrill, the man to beat in 200ccGP, rounded out the top three.

Harry Klinzmann (Mr. Al's Rest. TZ750) jumped out in the lead on the opening lap of 750ccGP and was never passed. The race featured several non-GP Superstreet bikes entered for no points, but the exotica was clearly superior after the TZ's of Gil Martin, Bruce Hammer and Kurt Kritikos pulled away from the Streeters.

Lightweight Superstreet saw Tom Chew win his fourth race in a row and fifth of the last six races here at Sears Point. Tom again led from the start, but could not pull away from John Williams. Williams (Bill Smith Racing 398ccYam) had just purchased some fresh horsepower and was suddenly in the thick of things, much to the distress of Nick Theroux (San Mateo Yam SR500). Danny Coe, the San Fernando Flash racing for Graham Sheet Metal (RD350), finished in fourth place. Chew, whose Smokamoto Productions Yamaha has been awesome this year, is leaving in November for China to compete in the Macau Grand Prix.

Pat Eagan (South Coast Honda 845cc Suz) led Open Superstreet at the onset, followed closely by Kerry Bryant (Yoshimura/Goodyear Kaw Z-1) and Steve Epstein (Lee Ent. Kaw Z-1). Kerry languished in second and third place for a few laps, then turned the throttle up to full grunt and pulled away. Eagan beat Epstein to the flag for second. Bryant's record at Sears



A trio of Sears Point road racers dice into a hard right.

has been admirable: four wins, three seconds, a single third place, no DNFs.

Even more amazing is the performance of Kevin Kiel in the 125cc Production class. The San Mateo resident has piloted his 125cc Can-Am to a record of eight straight victories with no losses or DNF's at Sears Point this year. A big "get well quick" goes out to Kevin's future brother-in-law, Pat Hennen.

Another great performance belongs to Jeff Leggitt, who pushed his Honda MT125R to unbelievable lap times in winning 125ccGP. And the final surprise of the year was the total and complete dominance of the Kawasaki KZ650 in the 675cc Box Stock class, a type of racing that has finally come of age in AFM racing.

Results

SIDECARS: 1. Essaff/Gipe (Kaw); 2. Breese/Morris (Kaw); 3. Allison/Butcher (Suz).
250GP: 1. Dave Garoutte (DKG); 2. Glen Shopher (Yam); 3. Bill McGrill (Yam).
100GP: 1. Greg Goodman (Kaw); 2. Aaron Garfinkel (Yam).
410 PROD: 1. Gennady Liubimsky (Yam); 2. Marc Salvisberg (Yam); 3. Larry Titus (Yam).
OPEN GP: 1. Harry Clinzmann (Yam); 2. Gil Martin (Yam); 3. Bruce Hammer (Yam).
500GP: 1. John Williams (Yam); 2. Craig Vincent (Yam); 3. Ken Callahan (Yam).
125GP: 1. Jeff Leggitt (Hon); 2. Steve Sheftel (Hon); 3. Fred Winters (Hon).
200GP: 1. Bill McGrill (Yam); 2. Tom Chew (Su).
250 PROD: 1. Gordon Seim (C-A); 2. Shura Lewton (C-A); 3. Ed Cooley (Suz).
500 PROD: 1. John Buddenbaum (BSA); 2. Larry Schultz (Hon); 3. Jim Boeckl (Yam).
750 PROD: 1. Willi Scheffer (Suz); 2. Kurt Knollenberg (Suz); 3. Francis Mazur (Hon).
OPEN PROD: 1. Vance Breese (M-G); 2. Bob Ocano (Duc); 3. Brian MacLean (M-G).
0-600 SUPERSTREET: 1. Thomas William Chew (Yam); 2. John Williams (Yam); 3. Nick Theroux (Yam).
OPEN SUPERSTREET: 1. Kerry Bryant (Kaw); 2. Pat Eagan (Suz); 3. Steve Epstein (Kaw).
0-410 BOX STOCK: 1. Pat Eagan (Hon); 2. Mark Ingalls (Yam); 3. Larry Theobald (Yam).
411-675 BOX STOCK: 1. Richard Oliver (Kaw); 2. Bernard Boyette (Kaw); 3. Herman Kachold (Suz).
676-OPEN BOX STOCK: 1. Kurt Knollenberg (Suz); 2. Dennis David (Kaw); 3. Francis Mazur (Hon).

Jammers Jamboree jams at Plymouth Raceway

By Sallee Hilton

PLYMOUTH, CA, OCT. 1

Sacramento Jammers M.C. gave the racers and fans a motocross "par excellence" Sunday. Even most of the half-dozen or more riders who were disqualified for pit riding were pleased with the overall promotion of the event.

Many of the area girls, prepping for the Women's Nationals, were on the scene in the biggest Women's Division race ever seen at Plymouth. Nancy Lewis (Suz) smoked the first moto, leaving Donna McGlothlin (Suz) and Lisa Giuffra (Yam) behind in their second/third battle. By lap three the pack of 13 stretched all around the 1.4-mile course, but lapping the back of the pack riders didn't slow Lewis down.

After a case of crashing in the 125cc Novice class, Lewis did not appear in the second Women's moto and Giuffra chased Debbie Jamerson (Suz) throughout the race, finally taking over the lead in time for the checkered flag. Melissa Ross (Suz), just turning 14-years-old in time to race this one, picked up the third. Overall winner was Giuffra, with Jamerson second and Ross third.

A lot of the area's Expert riders were traveling, but some were still around, as 58 showed up to ride the rough sand of Plymouth's "Hangtown Raceway."

Leading the 125ccs to the checkered flag was Donnie Cantaloupi (Yam), way out front in both motos. Cantaloupi did not holeshot either time, but had no trouble taking the lead by the end of the first lap. Eric McKenna (Suz) cashed in second overall after he and Phil Crane (Suz) swapped second and third moto finishes. McKenna crashed in the first moto and just had time to work up from 13th to third.

Crane, on a Honda for the 250cc race, took the top money with his second and first finishes, acing out Randy Losh (Mai), who won the first round. Dave Wood (Yam) led the first moto, putting on a super show racing with Losh and then with Crane to finish third. The second moto third went to Jim Fratini (Hon). Collecting the payback for the overall, behind Crane and Losh were Dan Waller (Mai), Lance Burgess (Yam) and Dave Wood.

Wood, who likes the Open bikes better, managed a second overall after being paid for third and fourth moto finishes. The big winner was Bob Myers (Mai), with two firsts. McKenna and Richard Buttner (Yam) each picked up a second. Third overall was taken by Rick Woodson (Mai). McKenna and Buttner were in there for fourth and fifth.

Results

80cc MINI NOV: 1. Greg Michalec (Suz); 2. Edward Gold (Suz); 3. Don Barnhart.
80cc MINI JR: 1. Ronnie Williams (Suz).
80cc MINI EX: 1. Tyson Vohland.
100cc MINI NOV: 1. Curtis Booth; 2. Steve Brown (Yam); 3. Mike Sterger (Suz).
100cc MINI JR: 1. Larry Coleman (Suz); 2. Lance

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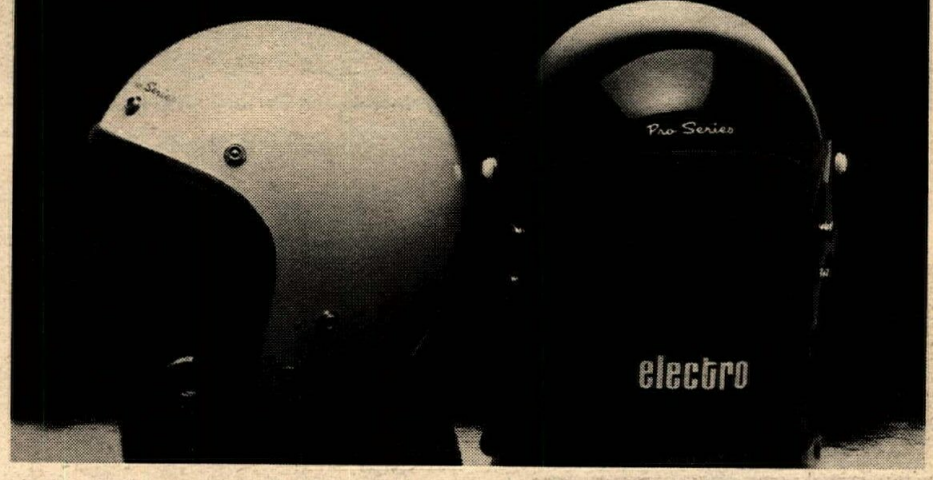

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NORTHERN DATELINE

(Above) Watsonville's Old Timers had a little problem with the first turn. (Below) Doin' the Watsonville one-step.

Coleman (Suz); 3. Loren Turner (Yam).
100cc MINI EX: 1. Howie Ross.
125 NOV DIV 1: 1. Steve Richards (Yam); 2. Bill Ferry (Suz); 3. Ricky Gaarder (Suz).
125 NOV DIV 2: 1. Ed Minton (Suz); 2. Eddie Lane (Suz); 3. Michael Petrunt.
125 JR: 1. Dave Cother (Suz); 2. Steve Arena (Suz); 3. Willie Vance (Suz).
125 EX: 1. Donnie Cantaloupi (Yam); 2. Eric McKenna (Suz); 3. Phil Crane (Suz).
OLD TIMER NOV: 1. L.J. Dossey (Yam); 2. R.A. Nelson (DMS); 3. Don McKenzie (Bul).
OLD TIME JR: 1. P.W. Gellatley (Hus); 2. John Dotson (KTM).
OLD TIMER EX: 1. Bill McClinton (Yam); 2. Delno Becker (Mai); 3. Norm Brown (Yam).
250 NOV DIV 1: 1. Don Russo (Hon); 2. Rod Nissen (Hon); 3. James Hubbard (Yam).
250 NOV DI 2: 1. John Cook; 2. Robert Carrel (Yam); 3. Jerry Pogue (Yam).
250 JR: 1. Mike Haas (Hon); 2. Steve Arena (Hon); 3. Ron Combs (Kaw).
250 EX: 1. Phil Crane (Hon); 2. Randy Losh (Mai); 3. Dan Waller (Mai).
VET NOV: 1. Jim Arbogast; 2. Donn Dancer (Suz); 3. Jim Thompson (KTM).
VET JR: 1. Bill Grigg (Mai); 2. Bob Collins; 3. Art McDade (Suz).
VET EX: 1. Jim McClinton (Mai); 2. Steve Machado (Yam); 3. Ray Marshall (Mai).
100 NOV: 1. Cory Cantaloupi (Yam); 2. Stewart Perry (Yam); 3. Mike Pryor.
100 JR: 1. John Frampton (Yam).
WOMEN'S DIV: 1. Lisa Giuffra (Yam); 2. Debbie Jamerson (Suz); 3. Melissa Ross (Suz).
OPEN NOV: 1. Pete Pellkofer (Yam); 2. Steve Bevilacqua (Yam); 3. Tony Brickel (Mai).
OPEN JR: 1. Peter Hazel (Hus); 2. Roland Onaloux, Jr. (Yam); 3. Scott Rice (Yam).
OPEN EX: 1. Bob Myers (Mai); 2. Dave Wood (Yam); 3. Rick Woodson (Mai).

Turner tackles Ridge Runner wrap-up

By Gerry Reagan
Photos by Ted Robinson

WATSONVILLE, CA, OCT. 1

As the Ridge Runners Motorcycle Club brought their 1978 season of motocross racing to a close, Paul Turner captured the 250cc Expert class with the kind of riding that has given the Watsonville track its excellent reputation.

Things didn't look too good for Turner (Hon) as the first moto began. It was the second start, after a crash and red flag on the first try, and Turner found himself in the middle of the pack as he rounded the first turn. He moved through the crowd on the first couple of laps, but most of the attention was focused on the three-way battle for first between Joe Headley (Hon), Mike Marquez (Yam) and Jim Ellis (Mai). Marquez took the early moto lead, but Headley and Ellis slipped by on the second lap. Ellis then endoed on the new double jump and dropped to the rear. Headley stretched his lead, Marquez inherited second and Turner crept up into third. The moto ended in that order.

Turner got another bad start in the second moto but moved quickly into third place before dropping his bike in a corner. Turner got back on, twisted the throttle and rapidly motored up behind Marquez, who was running second behind Jerome Heiberger (Hon). Turner moved in behind Marquez, slipped a wheel by in the middle of a corner, then Marquez hung it out, pulling away a little bit until Turner crept up to try again. As they went into the back section on the last lap Turner was third, but when they came out he was second. Heiberger took the moto but Turner got the overall with his third and second finishes.

Most of the other Expert action was centered around Larry Wosick (Suz), who ran away with the 125cc class and almost did the same in the Open division. Wosick took the first Open Expert moto but his hopes for a second moto win were deflated along with his rear tire on the second lap. At first Wosick tried to keep right on going, but the guys behind him were beginning to gain some ground and after a little while Jerome Heiberger (Mai) passed him for the lead. Wosick attempted to keep up, but when he went into a tank-slapper on the downhill before turn one he decided to call it a day.

None of the Novice riders were able to sweep both motos, although a few had the ability but not the luck. Mark Drebert (Suz) led the entire first moto of the first 125cc Novice division and began to do the same in the second moto until he crashed coming off the jump on the main straight. Mike Holmes (Suz) who had followed Drebert in the first moto went on to win the second with ease as Drebert ended up in 13th for eighth overall.

In the Open Novice class it was Mark Hamblin (KTM) with a strong win in the first moto while Kirk Woods (Yam) got tangled up in the back of the pack. The second moto was just the reverse as Hamblin had to fight with traffic and Woods got the holeshot. Hamblin eventually moved to fourth for a second overall and Woods went on to win the last moto of the last event of the last race of the Ridge Runners' season.

Results

100 NOV: 1. Chris McCurdy (Yam); 2. Mike Randal (Suz); 3. Charlie Soares (Suz).
OLD TIMERS: 1. Gary Arnold (Yam); 2. Joe Headley (Hon); 3. James Armara (CZ).
VET: 1. Pete Wosick (Yam); 2. Gary Jacques (Suz); 3. Jim Ricci (Hon).
125 NOV I: 1. Mike Holmes (Suz); 2. Mike Reimers (Suz); 3. Kelly Mano (Suz).
125 NOV II: 1. Randy McGinnis (Suz); 2. Mike Lambert (Suz); 3. Danny Castro (Yam).
125 MA: 1. Mike Scott (Suz); 2. Mike Sprenger (Suz); 3. Joey McCaummen (Suz).
250 NOV I: 1. Ken Nystrom (Hus); 2. Scott Starboard (Yam); 3. Mike Sotero (Suz).
250 NOV II: 1. Mike Brumit (Suz); 2. Mitch Tehman (Suz); 3. Bob Miller (C-A).
250 AM: 1. Bret Stevens (Hon); 2. Wayne Schatz (Suz); 3. Tavin Weinrick (Suz).
OPEN NOV: 1. John Allum (Yam); 2. Mark Handlein (KTM); 3. Kurt Schiffner (Suz).
OPEN AM: 1. Mike Lane (Yam); 2. Danny Soldano (Yam); 3. Kelly Smith (Yam).
125 EX: 1. Larry Wosick (Suz); 2. Jeff Watts (Hus); 3. Charlie Halcomb (Hus).
250 EX: 1. Paul Turner (Hon); 2. Mike Marquez (Yam); 3. Chris Grewer.
OPEN EX: 1. Jerry Heiberger (Mai); 2. Neal Snarr (Suz); 3. Scott Davis (Mai).

Castelhano, Spence open Lodi rough scrambles season right

By Ann Carr

LODI, CA, OCT. 1

Lodi Motorcycle Club kicked off its rough scrambles season Sunday afternoon with a somewhat slippery but totally rideable one-half mile course over the confines of the bowl, banks, and infield of the normal smooth Lodi track area. One hundred-ten racers and a healthy smattering of spectators viewed a lengthy program which featured ample practice and laps during the races.

Mini 80cc and 250cc Experts sported the day's largest classes. Newman's Charles "Tiny" Pettit watched Mini number one Doug Chandler bail off in an easy slide out in the pit turn and charged for the win under hot pressure from Stockton's Aaron Hill and Sacramento's Billy Brazil, who finished in that order. Doug returned to easily win the 100cc go over Dennis Houser.

Fremont's Dan Castelhano returned to the black plate wars after a short vacation and promptly exhibited his rough track skills with spectacular motocross style dives down the bank and wild cross-ups over the jump. Mini Experts on the sidelines carried on a running conversation with Dan as he respodned to yells of "Do it again, Danny!" with "All right Castelhano!" and "Yeah, next time!" as he crossed up over the jump. Meanwhile, behind him Lodi riders George Cheatham and Rich Arnaiz battled with Joey Schlag for the other payoffs and finished in that order.

Number one for next season, Dennis Spence was less colorful but equally devastating as he waltzed away with the 500cc Expert heat and main. Dennis Kritzer gained a few points in second to tenderly hold on to his current 20th plate rating.

Look for exciting action at both Lodi and Oakdale over the next two months as positions on the top 20 for big bikes and top 10 for Minis begin to change around. Every position except number one on both lists is still up for grabs. In addition, all 10 gold plate spots for Maxis could change by season's end in November.

Results

MINIS
80-100 NOV: 1. Allen Owning (Yam); 2. Kevin Snider (Yam); 3. Kelly Andris (Hon).
80 JR: 1. Allen Knight (Suz).
80 EX: 1. Tiny Pettit (Yam); 2. Aaron Hill (Suz); 3. Billy Brazil (Suz).
100 EX: 1. Doug Chandler (Yam); 2. Dennis Houser (Yam).
MINI KING: 1. Doug Chandler (Suz); 2. Kurt Chandler (Yam); 3. Chris Carr (Yam).
MAXIS
100 NOV: 1. Jerry Lanning (Suz); 2. Steve Magana (Yam).
125 NOV: 1. Mike Wilson (Suz); 2. David Pettit (Suz).
125 JR: 1. Joe Brazil (Yam); 2. Steve Orozco (Yam).
200 NOV-JR: 1. Mike Lawson (C-A); 2. Robert Dull (Suz).
250 NOV: 1. Paul Ares (Yam); 2. Randy Rose (Yam).
250 JR: 1. Joe Knight (C-A); 2. David Houser (Yam).
250 EX: 1. Dan Castelhano (Yam); 2. George Cheatham (Yam); 3. Richard Arnaiz (Suz).
500 NOV: 1. Loyd Thornburg (Yam); 2. Robert Mitchell (Yam).
500 JR: 1. Tom Knight (Suz); 2. Tim Grube (Suz).
500 EX: 1. Dennis Spence (Yam); 2. Dennis Kritzer (Yam); 3. John Fite (Yam).
OLDTIMERS: 1. Loyd Thornburg (Yam).
MAXI KING: 1. Dennis Spence (Yam); 2. David Boyles (Hon).

Experts sparkle Cycle Bowl final

By Ann Carr

LODI, CA, SEPT. 23

Expert racers accounted for almost half of the final short track event at the Lodi Cycle Bowl for 1978, and racing was excellent on a well-prepared blue groove.

The Jorgensen boys captured the 250cc Expert main ahead of Jimbo Filice and Jerry Brandt, aboard the Cancilla and Concord Yamahas. Alex survived a penalty line heat start and had to work his way around brother Kim to win the main. Points tonight moved both Jorgensens into a virtual four-way tie for Valley gold plate honors as John Tavis and Dennis Spence elected to skip Saturday's competition. Two points separate these four with approximately 10 races remaining on the Valley schedule.

In other Expert action Ceres ace Johnny Pittman aboard a Zakarian Bultaco dialed the 360cc Expert start, a bit too well as ruled by starter Gerry Carr, but on the retake Pittman and old time favorite Ray Huff repeated off the line and held the first two payoff positions for the full 10 laps. Twas truly fine to see Mr. Huff return and able to beat asthma for a strong second.

In the 500cc winner's circle for his first Expert win was former Mini plate holder Mark Key out of McGill's in Stockton. Mark grabbed the lead from Bill Calicura, who slipped high off the groove and also allowed National Amateur Scrambles Champ Rick Almeida to slip in for second.

Seventeen Mini Experts also dominated that portion of the program as Shawn Black, the Labor Day 100 champ, returned to the winner's circle in a spirited come-from-behind win in the main over Dennis Houser.

Cal Cycle Supply's National Scrambles Champ (7-11 age group) Chris Carr nailed both his heat and main off the line but had to survive a near getoff in the number four turn and repassed Kurt Chandler for the win in a pressure ride. Kurt gained one point over Newman's Tiny Pettit in their battle for the number 10 Mini black plate.

Results

MINIS
80-100 JR: 1. Larry Staggs (Yam); 2. Boyd Turner (Suz).
80 EX: 1. Chris Carr (Yam); 2. Kurt Chandler (Yam); 3. Tiny Pettit (Yam).
100 EX: 1. Shawn Black (Yam); 2. Dennis Houser (Yam).
MAXIS
100 NOV: Jerry Lanning (Suz).
125 NOV: 1. Ronnie Evans (Yam); 2. Pat Weir (Yam)
125 JR: Dennis Gonsalves (Yam)
250 NOV: 1. David Walden (C-A); 2. Mike Richardson (Yam)
250 JR: 1. Steve Crawford (C-A); 2. Mike Lane (Yam); 3. Hal Hook (C-A)
250 EX: 1. Alex Jorgensen (C-A); 2. Kim Jorgensen (C-A); 3. Jimbo Filice (Yam)
500 NOV: 1. Joe Nail (Yam); 2. Del Callsen (Hon)
360 EX: 1. Johnny Pittman (Bul); 2. Ray Huff (Hon).
500 JR: 1. Russ Sosa (Yam); 2. Joe Cutts (Bul)
500 EX: 1. Mark Key (Yam); 2. Rick Almeida (Yam)

Sammy Sweet leads the Mini Seniors through Rio Bravo Park.

Kelly, Surber take Expert honors at Rio

By Hila Sweet
Photo by Taylor

HOUSTON, TX, OCT. 8

Over 225 riders revved their engines off the line at Houston's finest motocross course Sunday, ending another Rio Bravo two-day racing program for the week. "Shaggin' Shaun" Kelly and Jerry Surber wrung their well-tuned machines out to top the 250cc and 125cc Expert competition. Kelly had his toughest battle with old foe Glen Johnson.

Promoter Red Walling was everywhere at once as usual, starting the events, announcing them, holding court at riders' meetings, grading the track, and handing out the cash and trophies too! Although the entries were below normal for the event, the racing action was topped only by the beautiful crisp fall weather.

Changes made to the track during the week included some nifty downhill off-camber drops that kept the riders on their toes. The well-maintained track is in a park-like setting of natural terrain with such added attractions as an Olympic-sized swimming pool, huge game room, showers, permanent restrooms and a large conession building with lots of good seats for the convenience of riders and spectators. The best lit night motocross track in the country is on the same property with full track visibility and comfortable bleachers open for racing on every Friday night.

Results

MINI 50cc: 1. Scott Thomas; 2. Blake Garland; 3. Philip Garza.
MINI OVER: 1. Sammy Sweet; 2. Darryl White; 3. Gary Tidwell.
MINI UNDER: 1. Mark Cochran; 2. Matt Bingham; 3. Blake Costazigi.
100cc: 1. Craig Raymond; 2. Jack Hamilton; 3. Scooter La Grove.
125 BEG: 1. Richard Coker; 2. Ken Fregia; 3. Tommy Corbin.
125cc NOV: 1. Danny Cole; 2. Jim Matthew; 3. John Miller.
125cc INT: 1. Keith Davis; 2. Jimmy Harrison; 3. Bobby Gilbert.
125cc EX: 1. Jerry Surber; 2. David McClain; 3. Kyle Landrum.
250cc NOV: 1. Darryl Henderson; 2. Tommy Hudson; 3. Mark Rice.
250cc INT: 1. Walter Rasmussen; 2. Russell Palmer; 3. Tommy Stammel.

Tom Anderson crests the top of the Rocky Ridge Hill on his TT500.

250cc EX: 1. Shaun Kelly; 2. Glen Johnson; 3. Meckey Pizzitola.
OPEN: 1. Robert Couran; 2. Jim Vaughn; 3. Scott Bascanyi.
OVER 30: 1. Jim Barnes; 2. Troy Blanchard; 3. James Cantwell.

Hickey King of Rocky Ridge hill

By Diane Polley

DECATUR, TX, OCT. 1

The big story at the Rocky Ridge Ranch hillclimb were the kids. Several of them have graduated to bigger bikes and are making the older, more experienced riders worry.

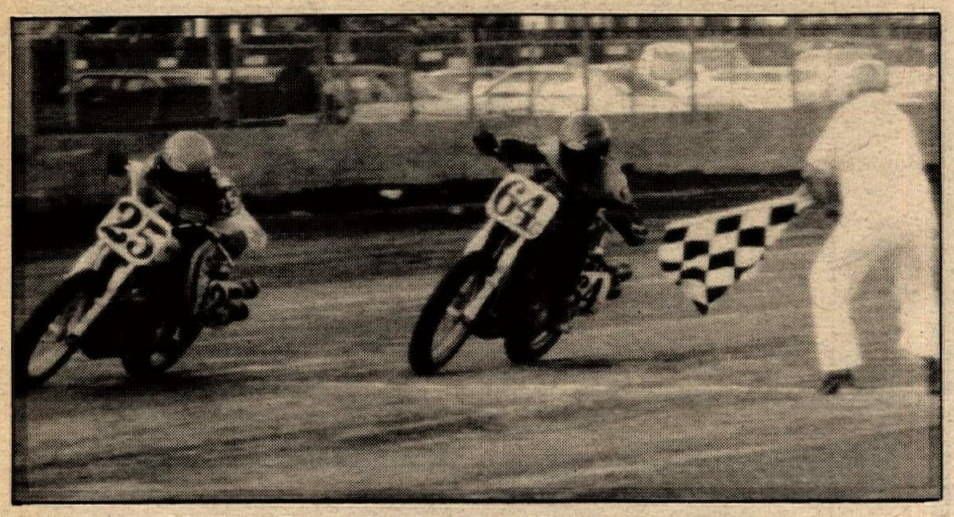
It all starts in the Powder Puff class, where Jackie Anderson and Lynn Wilhite, both on 250cc Yamahas, have started riding and winning. Jackie is so small that she cannot put both feet on the ground at once on the 100cc but she can handle the throttle and rides WFO most of the time. Lynn is a little more conservative. They ended the day in second and third places with times of 8:02 and 8:73 behind Lynn's mother, Linda, who had a ride of 7:84 for first.

In the 370cc class James Blanton and Mike Polley are the troublemakers. James has been riding a 350cc Yamaha twin all year, while this was Mike's second ride on the 370cc Bultaco. James was having trouble and never got into the running at this climb. Mike took care of things though, on his first run of the day he found the line and did everything right while turning in a ride of 7:30. His second run was not quite as good, but he did take home third. Mike said he was not used to the speed of the Bultaco after getting off a 125cc Yamaha.

The 500cc class ended up all changed around. The usual winners were left out of the running while the runnerups went home with the gold. Jerry Sheridan, who has not climbed in a while, came back and proceeded to put in two fine runs. His best run only took 6:69 seconds to go 250 feet and was seven-hundredths of a second off the winning time of 6:62 set by Tom Anderson with a TT500 Yamaha. George Carlisle had been pumping Henry Polley on ways to make his SC500 go faster, and then after getting the work done took third place. On his first ride Polley jumped the strings at the top of the hill that trip the clock and had to try again. This time he landed on the string and set a time of 6:74 to capture his first win in two years of riding the bike. Johnny Newman rounded out the winners in the class with a ride of 6:91 on a monoshock 400 Yamaha.

Stan Hickey was consistent on his 1000cc Triumph. Since the last climb he had built a tire with metal scoops. He ran both of his Exhibition runs first and set times of 6:42 and 6:43 seconds. During the second round he ran a plain knobby and with only one try sewed up first in the Open class and top time with a time of 6:41 seconds. Tom Anderson tried to catch him with

Central Pipeline



Phil McDonald edges Danny Cartwright at Oklahoma's half-mile.

a studded tire on a SC500 Yamaha, but his best time was 6:44.

The Texas Hillclimbs thank George Carlisle for doing some snooping at the National in Kentucky. The club there had lights instead of strings and he checked them out. Hopefully, the Chrondek Company in California will have the lights and digital clock to the club by the climb on November 5 at Mineral Wells.

Results

MINI MINI: 1. Keith Wilhite 11:45; 2. Charles Dawes 12:57; 3. Roy Lewis 13:07.
MINI: 1. Jackie Anderson 9:41; 2. Troy Delamor 11:42; 3. John Gray 14:96.
POWDER PUFF: 1. Linda Wilhite 7:84; 2. Jackie Anderson 8:02; 3. Lynn Wilhite 8:73.
125 ENDURO: 1. Darrell Headricks 185 ft.; 2. John Gray 170.
250 ENDURO: 1. Bobby Dahl 8:30; 2. George Carlisle 8:44; 3. Lewis Lackney 8:56.
OPEN ENDURO: 1. Norman Delamar 7:41; 2. Don Taylor 7:57; 3. Donald Henderson 7:74.
100: 1. Robbie Bailey 8:36; 2. John Blanton 9:00; 3. Rodney Dawes 11:18.
125: 1. Robbie Bailey 7:89; 2. Charles Goodnight 7:90; 3. Mike Polley 8:42.
200: James Blanton 7:61; 2. Thurman West 7:64/ 7:69; 3. Robert Alford 7:64.
250: 1. Will Alford 6:88; 2. Mike Ethridge 7:03; 3. David Cardcer 7:07.
370: 1. Will Alford 6:73; 2. Wayne Wilhite 7:08; 3. Mike Polley 7:30.
500: 1. Tom Anderson 6:62; 2. Jerry Sheridan 6:69; 3. George Carlisle 6:74.
750: 1. Henry Polley 6:63; 2. Tom Anderson 7:02; 3. Cleve Martin 7:69.
OPEN: 1. Stan Hickey 6:41 (Overall); 2. Don Taylor 6:90; 3. Jesse Whitt 7:82.
EXHIBITION: 1. Stan Hickey 6:42; 2. Tom Anderson 6:44; 3. Henry Polley 6:67.
BUDDY CLASS: 1. David Anderson/Rodney Dawes 8:39.

Hoenshell bombs Kingfisher re-opener

By Rebecca Sands

KINGFISHER, OK, OCT. 1

New management found out about the constant battle with dust when they reopened Kingfisher Raceway, but assured all they would fight to finish and win, too. It will be important to win by the third Sunday in October, when Kingfisher will host a Central Region Qualifier for G.N.C. Riders do not have to be G.N.C. members to ride.

The first moto of the 125cc Expert class moved fast with Paul Stein leading the first two laps. Clay Hoenshell (Yam) got around to hold first to the flag as Stein took second and Jim Mayse (Yam) crossed third.

Mayse held the lead the early part of the second contest, but Hoenshell came charging through the pack, passed Mayse and captured first. Mayse got second, Paul Read (Suz), third and Chris Swank fourth.

Results

JR MINI: 1. Norman Wright (Yam); 2. Allan Whittaker (Suz); 3. James Woolard (Suz).
SR MINI: 1. David Baxter (Yam); 2. Darren Dotson (Hon).
100 AM: 1. Bradley Wahnee (Suz); 2. Mark Suggs (Yam); 3. Ellis Penick.
OVER 30: 1. Al Waters (Mai); 2. Jimmy Redwin (Mai); 3. Jay Buckner.
125 NOV: 1. Ron Irwin; 2. Paul Harris; 3. Morris Brant.
125 AM: 1. Donnie Vance (Hon); 2. Donnie Hindman (Suz).
125 EX: 1. Clay Hoenshell (Yam); 2. Jim Mayse (Yam); 3. Paul Read (Suz).
250 & OPEN EX (COMBINED): 1. Clay Hoenshell (Yam); 2. Jim Thomas (Mai); 3. Greg Brown.
250 NOV: 1. Richard Hopkins; 2. Scotty Creed (Suz); 3. Mike Morrison (Suz).
250 AM: 1. Donnie Vance (Hon); 2. Jimmy Redwine (Mai); 3. Eddie Garner (Yam).
OPEN NOV: 1. Larry Bennett; 2. Skip Osborne; 3. Cliff Alford (Suz).
OPEN AM: 1. Jimmy Redwine (Maic).

Cartwright takes Oklahoma State Championship

By Frank H. Harrison

OKLAHOMA CITY, OK, SEPT. 30

It was amazing, not since the late 1960s has the Oklahoma State Fair seen it, over 200 riders lined up for practice clear around from the end of turn four to the middle of turn three on the old, well-worn half-mile oval at the fairgrounds. Not like the days of Freddie Nix, when the spectators were up on the roof, or the 1977 Nationals with Huge Shea and his crew, no helicopters, no blue and white semis and Cadillacs, no Camels, but what a turnout of riders for this end-of-season event. Hugo was not invisible, however, since he loaned his golfcarts to help officials operate. Bud Carson was the man on the grid this time, in cooperation with the Oklahoma Fair and Mar Car, Inc.

Experts were timed and Bubba Rush hit a fast 24.29 mark followed by Phil Darcy with 24.35, Steve Elo's 24.77 and Oklahoma's Phil McDonald at 24.83. These were all that were under the 25 mark.

Novices lined up for a final event that proved to be a thriller with local favorite Tommy Cartwright tearing up turn one with Freddie Spencer hot in the first lap. Bobby Elliott on his Can-Am fought it out with Cartwright when Spencer seized and retired, leaving Cartwright, Elliott and Steve Lawson in front. Lawson held an uncomfortable third in front of Dylan Neihart while Elliott kept pressure on Cartwright.

On the fifth lap it was still anybody's race as you could have put a blanket over all top four riders. Steve Lawson came out in the lead with Cartwright, Neihart, and Elliott behind, but Elliott picked off Neihart and then a short-lived second. The checkered flag saw Steve Lawson win followed by Cartwright and Elliott.

The Junior main was close as Rick Fiscel and Steve Pendergraft had won their respective semis without a challenge from Ronnie Jones, but the start of the main saw Ronald Edgins quickest with Jones on his tail, but quickly the field was shuffled when Buddy Robinson took the lead followed by David Copeland, David Parker and Jones. Ronnie worked fast and with Robinson setting sail way out front, Jones picked his way up past Copeland and soon set in second with Copeland third, Darrell Parker fourth and Tommy Duma fifth. On the white flag lap Jones closed fast on Robinson for a finish with Jones first, Robinson second and Duma third.

The Expert main saw ex-Okie Phil McDonald quickest followed by Danny Cartwright, Keith Ulicki, Bubba Rush and Phil Darcy. McDonald opened up a big lead on the straightaways as second, third and fourth sorted it out in a group with Rush and Ulicki having a swapping battle for third. Cartwright closed on McDonald for an almost photo finish with the crowd on its feet. The finish was McDonald, Cartwright then Ulicki.

The Oklahoma State Championship was next on the schedule as the sun slipped behind the grandstand and riders started preparing their short trackers for the upcoming Saturday night event.

Quickest were Danny Cartwright and Ronnie Jones, side by side in turn one, with Jones drifting out too far into the marbles. The race settled down for Cartwright to win with Jones second, Joe Spann third and Danny Keen fourth.

Results

TIME TRIALS: Bubba Rush 24.29.
NOV HEATS: 1. Freddie Spence; 2. Charles Narramore; 3. Barry Brand; 4. Jim Brethauer; 5. Dylan Neihart; 6. Tommy Cartwright; 7. Bobby Elliott; 8. Ralph Carpenter.
NOV MAIN: 1. Steve Lawson; 2. Tommy Cartwright; 3. Bobby Elliott; 4. Tim Mertens; 5. Barry Brand.
JR SEMI 1: 1. Rick Fiscel; 2. David Knapp; 3. Buddy Robinson.
JR FINAL: 1. Ronnie Jones; 2. Buddy Robinson; 3. David Copeland.
EX FINAL: 1. Phil McDonald; 2. Danny Cartwright; 3. Keith Ulicki.
OKLAHOMA STATE CHAMPIONSHIP: 1. Danny Cartwright; 2. Ronnie Jones; 3. Joe Spann.
NOV SEMI 1: 1. Steve Lawson; 2. Albert Kerr.
NOV SEMI 2: 1. Mike Ragen; 2. Donald Strome; 3. Gary McDonald.
JR HEATS: 1. Jim Bradley; 2. David Parker; 3. Ronnie Jones; 4. David Copeland; 5. Buddy Robertson; 6. Rusty Chaddock.
JR SEMI 2: 1. Steve Pendergraft; 2. Tommy Duma; 3. Robert England.
EX SEMI: 1. Keith Ulicki; 2. Danny Cartwright; 3. Mark Gibson.
EX SEMI 2: 1. Phil McDonald; 2. Mike Caves; 3. Randy Waldrop.

Rush storms Oklahoma short track

By Frank H. Harrison

OKLAHOMA CITY, OK, SEPT. 30

Former Astrodome Short Track National winner Bubba Rush showed his National style again as he moved from a third place start past Oklahoma City's Ronnie Jones and Phil McDonald to win the Oklahoma State Fair short track Saturday night.

After a hard afternoon of half-mile and not finishing until well into the short track practice time, the tired riders and pit crew finally put together a well-oiled team that clicked off 66 Novices in eight heats, six Junior/ Expert heats, semis and finals and all before 10 p.m. The weather was perfect, the Oklahoma clay track was perfect and the short track racing was the best to be found as riders from more than 20 states started off their heats for the duel.

The 10-lap Novice main was a runaway benefit for the nation's number one Novice, David Jones, riding his Dennis Latimer-built Yamaha. Tim Mertens of Belleville, IL and Steve Adkins, Salinas, CA, settled into their respective seconds and thirds.

The Junior/Expert main saw Wichita, Kansas' Phil McDonald take the lead like he owned the place, since he had just won the half-mile main only hours before. The first lap saw McDonald in the lead followed by Junior Ronnie Jones on another Dennis Latimer bike and Bubba Rush coming on strong passing Jones in the second lap and moving in on McDonald. With Jones in third followed by Steve Elo of Niles, MI, and Tim Cartwright of Tulsa, Rush put the pressure on only to see McDonald retire. Jones then moved up to put the pressure on Rush lap after lap, while back in the field Bultaco of Ft. Worth's Mike Green put the pressure on Cartwright. The final was Rush, Jones, Elo, Randy Waldrop and Bradley.

Results

NOV HEATS: 1. Tim Mertens; 2. Jim Forrester; 3. Cacy Carpenter; 4. Jim Cooper; 5. Jeff Cooper; 6. Tommy Cartwright; 7. Mark Hall; 8. David Jones.
NOV SEMI 1: 1. David Jones; 2. Tim Mertens; 3. Steve Adkins.
NOV SEMI 2: 1. Carl Brandon; 2. Cacty Carptner; 3. Charles Narramore.
NOV MAIN: 1. Jones; 2. Mertens; 3. Adkins; 4. Carpenter; 5. Brandon; 6. Cartwright.
JR/EX HEATS: 1. Mike Caves; 2. Bubba Rush; 3. David Copeland; 4. Mike Farley; 5. Danny Cartwright; 6. Tim Cartwright.
JR/EX SEMI 1: 1. Ronnie Jones; 2. Bubba Rush; 3. Mike Caves.
JR/EX SEMI 2: 1. James Bradley; 2. Tim Cartwright; 3. Phil McDonald.
JR/EX MAIN: 1. Bubba Rush; 2. Ronnie Jones; 3. Steve Elo; 4. Randy Waldrop; 5. James Bradley; 6. Mike Green.

Taylor aces Austin Experts

By John Rannikko, Jr.

AUSTIN, TX, SEPT. 22

Ronnie Taylor piloted a CR250 Honda to a pair of second place finishes to win the Expert overall at Austin Night Motocross Park.

Jack Beckham won the first moto, while Jack Hicks cleaned house in the second, but neither rode consistently enough to win the overall.

Ronnie Taylor and Russell Powers, both sporting Honda of Austin jerseys, drag raced to the first turn in front. On the first lap the riders had spread out with Taylor holding a four-second lead over Powers. Barry Rickey, Jack Beckham and Jack Hicks filled out the top five. Powers lost traction on the second lap, washed out and was passed by four riders before he was able to get back into the race. Meanwhile, Beckham was working through traffic, passing riders in midair on the high speed back straightaway jump, and swiftly found himself in second challenging Taylor. Beckham picked up a second each lap on Taylor till he was riding Taylor's rear fender. It wasn't until the white flag lap that Taylor let Beckham by when he went too hard into a turn, braked too late and found himself over a berm.

The start of the second Expert moto belonged to Powers and Hicks while Taylor found himself in fifth. First moto winner Jack Beckham was unable to ride because of a Yamaha that went sour. Hicks put a move on Powers on the second lap and took over the lead, and on the same lap Taylor took over third when Barry Rickey went down, then passed Mike Farmer on the back straight. Hicks and Powers continued their fight for first, pulling 11 seconds on Taylor. Three quarters of the way through the moto, Powers fell. He lost several seconds but no position before he got going agian. However, while adjusting his gear and wiping his goggles, Taylor

Austin Experts Russ Powers (40) and Ronnie Taylor (58) get close in the first turn of the first moto.

pulled up, Powers raised his arm and allowed Taylor to pass. By this time Hicks had built an insurmountable lead and the moto ended.

The first 250cc Intermediate moto had a full line of 14 riders, and when the cord snapped, Allen Gosnell, Jerry Farmer, Kyle Powell and Paul Zabor hit the first turn in front. Gosnell took the lead, but Farmer put his Yamaha in front to stay on the second lap. Kyle Powell rode a steady race in second for most of the moto, till he spilled on the last lap, finishing sixth. The first moto ended with Farmer in the lead, followed by Joe Balcom, Gosnell, Mark Wheeler, Mark Newman and Kyle Powell.

Clayton Claybaugh, riding a Can-Am in his first ever Intermediate moto, got the holeshot, but didn't maneuver through the first turn properly, allowing eight riders to pass. Powell temporarily had his Maico in the lead, but Farmer and Randy Mann quickly took over the first two spots. Joe Balcom, Paul Zabor and Jeff Wassom took over third through fifth places behind Farmer and Mann, and Mann played follow-the-leader the rest of the moto. Third place exchanged hands five times among four riders with Balcom taking the checkered in third. Jeff Wasson finished fourth, followed by Gosnell and Zabor.

Results

MINI SR: 1. Mitch Thomas (Suz); 2. Greg Bickerstaff (Yam).
MINI JR: 1. Danny Sorbeck (Suz); 2. Tony Hoage (Suz); 3. Michael Bailey (Yam).
100cc: 1. John Middleton (Yam); 2. Robert Munz (Suz); 3. Randy Trahan (Yam).
125 INT: 1. Steve Turner (Suz); 2. Tim Travis (Yam); 3. Kent Smelsner (Suz); 4. Tucker Mayfield (Suz); 5. Kent Browning (Suz).
250 NOV: 1. Gary Estlack (Suz); 2. Brett Cooper (Suz); 3. Wylie Evans (Yam); 4. Charles Hatcher (C-A); 5. Bryan Briggs (C-A).
250 INT: 1. Jerry Farmer (Yam); 2. Joe Balcom (Hus); 3. Allan Gosnell (Hon); 4. Randy Mann (Mai); 5. Mark Wheeler (Yam).
OPEN: 1. Bobby Bowden (Yam); 2. Billy Hobbs (Yam); 3. Joe McNamara (Yam); 4. Joaquin Effinger (Yam).
OVER 30: 1. Jimmy Phillips (Yam); 2. Rickey Brown (Yam); 3. Tom Gregory (Yam); 4. Leo Anderson (Yam); 5. Danny Atkins (Yam).
EX: 1. Ronnie Taylor (Hon); 2. Jack Hicks (Yam); 3. Russell Powers (Hon).

Stephenson storms CRRC road race

By Mike Reilly

HENDERSON, TX, SEPT. 16

Paul Stephenson, aboard the Storm's Cycle Ducati Desmo, dominated the large bore muscle bikes at Oakhill Raceway. The last scheduled Central Road Racing Club event of 1978 saw Stephenson as well as four other riders score multi-class wins.

Paul, known as the Hogman, is awesomely fast on this track, even on a good day, but on this date he was superb. His wins with the Ducati included the Open Cafe class over Dan Morrison (BMW of Ft. Worth) and Doug Polen on a GS750 Suzuki, and Open Cafe as Stephenson ran off from Benny Del Monico (Edward's MC TX350) and Kevin Stasney on a Honda Four. To top off his day's work, Paul pulled out the 410cc Production win on his four-cylinder Honda after a tough fight with Tony Cherne on a Yamaha and ex-motocrosser Jake DeBoe on a Honda Hawk.

Joe Patton scored a double win in 750cc and Open Production on the Glenn's Honda as the 1978 points leader had a slugfest both races with David Cheek (GS750 Suz). Cheek, the only rider to beat Patton this year, was short about one second each race from another win.

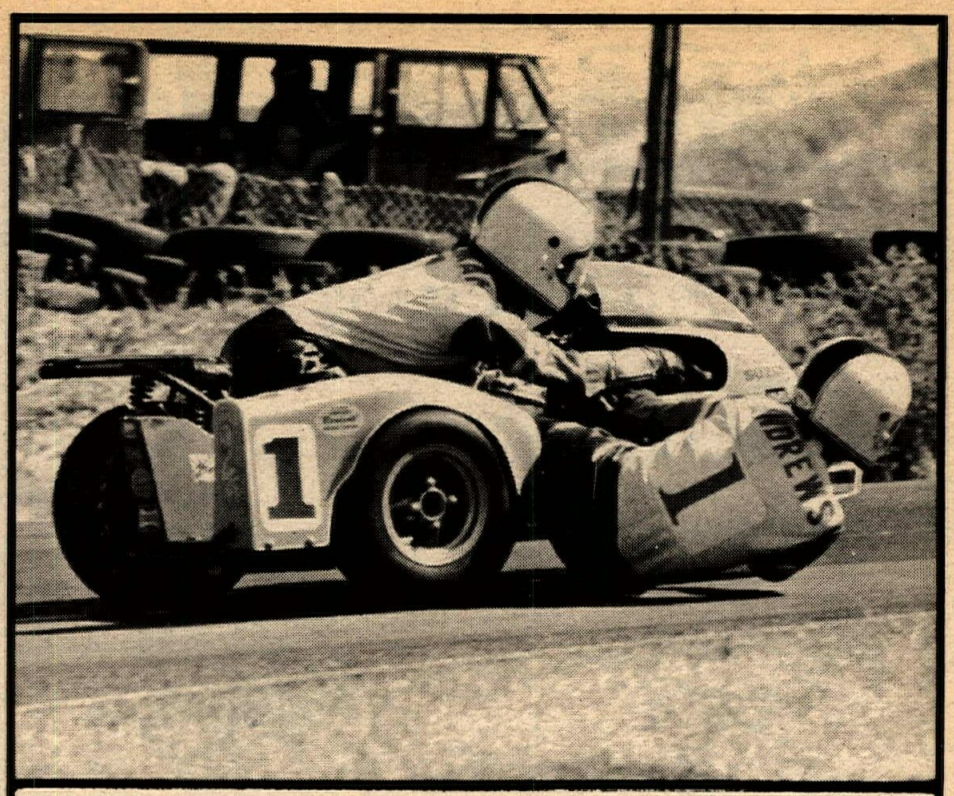
Bucky Patterson, CRRC's absolute master of the pint size production bikes, piloted his trusty Can-Am single to smash wins in the 250cc Production and 250cc Cafe classes. In both races his runnerups were the same, second George Lloyd (C-A) and Richard Haecker (Yam) third.

Andy Robbins and the Sam's Motorcycle Sales 350 Honda single own every bit of the Oakhill race track but the title to the land, or so it must seem as for the third time this year Robbins was pure genius winning the 410, 655, and 750cc Cafe classes.

David Bearden, a lanky smiler from Killen, was all business in the 500 and 250cc GP classes on his Yamaha TZ 250, winning both races on the tight Henderson course that is particularly tough on the highstrung GP bikes and riders. David had quite a battle with Benny DelMonico in the 500cc class and Andy Robbins in the 250cc class.●

Results

OPEN GP: 1. Paul Stephenson (Duc); 2. Benny DelMonico (Yam); 3. Kevin Stasney (Hon).
500 GP: 1. David Bearden (Yam); 2. Benny DelMonico (Yam); 3. Earl Smith (Yam).
250 GP: 1. David Bearden (Yam); 2. Andy Robbins (Hon); 3. Tommy Byars (Yam).
200 GP: 1. Tommy Shields (Hon); 2. Ross Duncan (Yam); 3. Kreg Hunt (Yam).
250 CAFE: 1. Bucky Patterson (C-A); 2. George Lloyd (C-A); 3. James Haecker (Yam).
410 CAFE: 1. Andy Robbins (Hon); 2. David Cheek (Hon); 3. Steve Smith (Yam).
655 CAFE: 1. Andy Robbins (Hon); 2. Tim McGuire (Yam); 3. David Cheek (Hon).
750 CAFE: 1. Andy Robbins (Hon); 2. Joe Patton (Hon); 3. Warren Egger (Hon).
OPEN CAFE: 1. Paul Stephenson (Duc); 2. Dan Morrison (BMW); 3. Doug Polen (Suz).
250 PROD: 1. Bucky Patterson (C-A); 2. George Loyd (C-A); 3. James Haecker (Yam).
410 PROD: 1. Paul Stephenson (Hon); 2. Anthony Cherne (Yam); 3. Jake DeBoe (Hon).
655 PROD: 1. Anthony Cherne (Yam); 2. Jake DeBoe (Hon); 3. Charles Brothers (Hon).
750 PROD: 1. Joe Patton (Hon); 2. David Cheek (Suz); 3. James Abreu (Nor).
OPEN PROD: 1. Joe Patton (Hon); 2. David Cheek (Suz); 3. James Abreu (Nor).



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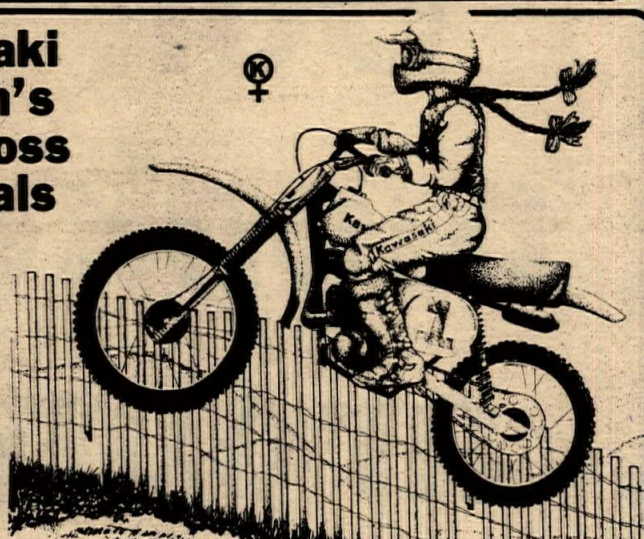

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Oct. 29—Indian Dunes Combo Cross
Membership Required

RIDE WITH THE FAST ONES

For coming MOTOCROSS, DESERT, SCRAMBLES & Enduro events

DISTRICT 37 COMPETITION RIDER AMA

CALL RACERS Hot Line
714-898-1529

MX RACES EVERY SUNDAY AND FRIDAY NIGHT
Open 7 days — 7 a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 259-8000
INDIAN DUNES

CALENDAR

CHAMPIONSHIP EVENTS

AMA Championships

Toyota Supercross
11/11 Anaheim, CA

Trans-AMA
10/22 St. Peters, MO
10/29 Dallas, TX
11/5 Sonoma, CA

National Enduro Series

Central Region
11/12 Broken Arrow, OK

Western Region
10/22 Mt. Baker MC
10/29 Far West MC
11/5 Redwood Scrambles
11/12 Reckling Dirt Riders

National Reliability Trials Series

One-Day
11/26 Richmond, CA

Dragbike Drag Racing
10/21, 22 Las Vegas, NV
11/18, 19 Gainesville, FL

S.C.O.R.E. Off Road Events
11/9-12 Baja, CA

AMA State Championship Hare & Hound CANCELLED
10/22 Olancha, CA

AME Manufacturers Series
10/22 Lake Madera, CA
10/29 Bishop, CA
11/5 Santa Maria, CA
11/19 Huron, CA
11/26 Fresno, CA
12/3 Bakersfield, CA

Interclub Motorcycle Olympiad
1/14 Sacramento, CA

Got a Championship Event or Series Comin' Up?
We'd like to hear about it, and so would many others. Let us list it for ya in our Calendar's Championship Events section!

EVERY WEEK

Thursday

CALIFORNIA

R.A.C.E. FLAT TRACK/ODYSSEY
Corona Rcwy, Corona, CA. H-91 & Buchanon. Races alternate each week between Flat Track/TT and ATC/Odysses. Flat Track-All classes. 30% trophies, money races. Entry $4, $5 money. ATC-All classes. 30% trophies. Entry $7. Gate $3. Race 7:30 p.m. 714/689-1913, 735-1705.

OREGON

CMC NIGHT MOTOCROSS
Delta Park, Portland, OR. I-5 North of Portland at Delta Park exit. All classes. 100% P.b, 30% trophies. Entry $7.50, $13.50 Pr. 503/285-6635.

Friday

CALIFORNIA

CMC NIGHT MOTOCROSS
Orange County International Rcwy, Irvine, CA. All classes. Pro payback, 25% trophies. Entry $8 all, no gate fee. Gates open 5 pm, prac 6, race 7:30. All new track, new lighting, new concessions and restrooms. 714/557-3323, 552, 5511.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac. 7 pm, race 8. Memb. reqd, med cov. No pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% trophies. Entry $6. Memb. reqd. med cov. No pit riding. 213/881-5778.

AMA SEMI-PRO NIGHT MX
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. p.b., 30% trophies. Gates open 4 pm, prac 6:15, race 7. All new track, water jump. 415/634-3328, 634-1667.

CMC MOTOCROSS
Fremont Raceway, Fremont, CA. H-17 to Durham Rd. All classes, OT, 100% Pro p.b., 30% trophies. CANCELLED Gates open 5 pm, close 6:00 pm, race 7:30. Entry $8, $11 Pro. 408/245-8448, 415/651-2545.

CMC NIGHT MOTOCROSS
Sacramento Rcwy Park, Sacto, CA. H-50 to Bradshaw Rd, South. All classes + Vets, O.T. 100% p.b. Entry $8. Gates open 5 pm, prac. 6, race 7:30. 916/363-2653.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac 6 pm, race 7. 206/631-1550.

INDOOR DIRT SHORT TRACK
Evergreen Fairgrounds, Monroe, WA. N.E. of Seattle. Mini thru 360 A & B classes. Trophies. Entry $5. Shorline Lions Club. 206/745-8030, 634-4327.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Amateur trophies thru 8 places, Expert p.b. depending on entries. Prac. starts 7 p.m., race 8. Entry $7 Am, $12 Ex. Swimming pool, showers, game room. 713/458-0090.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT/SHORT TRACK
Perris Rcwy., on Hwy. 74 off Ellis Ave., ¼-mi. west side, Perris, CA. Gates open 5 pm, race 7:30. All classes, Beg. thru Ex. 30% brass. 714/960-2501.

AMA SHORT TRACK
Freemont Rcwy. H-17 at Durham Rd. All classes. Amateur purse. Entry $4. 14978 McVav. San Jose, CA 95127. 408/923-4613.

SEMI-PRO SHORT TRACK
Cycleland Speedway, Chico, CA. All classes. 100% p.b. Entry $6, $8 Experts. Class C traction. Sign up 5 pm, prac 7, race 9. 916/342-9302, 342-4216.

OKLAHOMA

ASL SPEEDWAY
Limestone Run Spdwy, Oklahoma City, OK. ¼ mi. S. and ½ mi. West of I-40 & Council. 1st & 2nd Div. classes. Purse 30% of gate. Entry $5. Start 8 pm. Must register 2 weeks in advance. 405/681-7102.

Sunday

CALIFORNIA

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore Off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex, $7 Sptsmn. Non-membs add $2. Pros ride 2 long motos, Sptsmn 3 motos. Membership not required, park open Sat & Sun for prac. Gates open 7 am. Free camping, prac. 8:30, race 9:30 am. 714/635-5840, 653-7979, 714/653-4558.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park. Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

WASHINGTON

CMC NORTHWEST MX
Seattle International Rcwy, Kent, WA. 5 mi. E of Auburn on H-18. All classes. $1000 purse every week. $2000 in Amateur prizes. Fall $10,000 series. Entry $8 Am, $13 Pro. 206/631-1550.

October 20

CALIFORNIA

AMA D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Expert 80% p.b., 30% trophies. Entry $8 Experts + $2, $8 others. Gates open 4 p.m., prac 6:30, race 7:15. Trophy Dash and Odyssey races. 415/634-3328, 634-1667.

October 21

CALIFORNIA

AMA SHORT TRACK
Monterey Fairgrounds, Monterey, CA. Casa Verde off ramp. Mini, 100 thru 500 classes. 100% Pro p.b. Entry $5, $7 Ex Class C traction, Full Leathers. Prac 6 pm, race 8. 408/899-2401, 394-8225.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, Sptsmn. 30% trophies, 100% Pro p.b. Post entry only $7, $10 Pro. Membs. req'd, med. cov, O/N camping. Gates open 6 p.m., prac 7, race 8. 213/881-5778.

October 22

CALIFORNIA

AMA STATE CHAMPIONSHIP HARE & HOUND
Olancha, CA. H-14 to Olancha, limed from Olancha. All classes. Finisher belt buckles, D-36, 37, 38 points ~~CANCELLED~~ $12.75. Start 10 a.m. C[illegible]ngencies to riders. Rescue 3. 100 mi. H&H. Trophies. 213/998-7632, 781-0845.

CMC MOTOCROSS
Prairie City OHV Park, Sacramento, A. White Rock btwn Grant Line and Prairie City off H-50. All classes. Minis, Vet, OT, PP. Huge overall trophies, $200 to Pro class overall winners, must ride all 4 series races for overall. Contingencies. Entry $10 Sptsmn, Vet, OT, $16 Experts. Gates open 6:30 a.m., prac. 7:30, race 8:30. No Name MX 916/682-3838, 381-0760.

AMA HALF MILE
Glenn Cnty Fairgrounds, Orland, CA. Off I-5 in Orland. All classes and Minis. 100% Ex. p.b. Entry $5, $7 Expert. 916/527-1466, 527-2338.

ZAP/CMC SPORTSMAN MX
Crown Nine Motosport Park, Pescadero, CA. 17 mi. South of H-92 on H-1 to Pescadero Rd, East 3 mi to park. 100 thru Open Nov, Int, OT, Vets. Special 3-mot program. First two for 30% trophies, 3rd for contingency prizes. Entry $10 all. Sign up 7 a.m., prac. 8, race 9. O/N camping. 415/355-4760.

U.S.M.R.A. MINICYCLE RACING
Elsinore Rcwy, Elsinore, CA. 1 mi. N. of H-71 between Central and Railroad Cyn. Rd. Pee Wee thru 125 classes. p.b. to mini, 100, 125 Pros 33% same day trophies to Sptsmn. O/N camping. Prac 8 am, race 9. Memb. reqd. 300 Pomona Mall West, Pomona, CA 91766. 714/622-0773.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn.-$7 mail, $10 post, Pro-$12 mail, $15 post. Gates open 7 am, prac 8, race 9. CMC Lisc. reqd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (every 4th Sunday a points race).

MOTOCROSS
Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 blk East of V. Thomas Bridge. All classes. 33% trophies. Entry $7, $12 Pros, $2 gate adm. Prac. 7:30 am, race 9. 213/832-6844, 547-1818.

AME $1000 PURSE MX
Indian Dunes, Valencia, CA. I-5 to 126, West to track. All classes. Pro p.b., 30% trophies to Sptsmn, double AME pts. First 100 riders get free T-shirts. Entry Sptsmn $8 mail, $10 post, Pro $12 mail, $20 post. Payback by moto. Gates open 7:30 a.m., prac 8, race 9. 213/881-5778.

ROAD RUN
Start at Southland Cycle Center, 8141 Garden Grove Blvd, Garden Grove, CA. Blk East of Beach Blvd. Anyone rides, entry free. Ride to Palomar Mtn. and back. Start 9 a.m. 714/893-5091.

AME MOTOCROSS $1000 PURSE
Lake Madera, Madera, CA. Cleveland Ave. Exit off H-99. Mini thru Open class. Pro p.b., trophies to Sptsmn. New track. Entry $10, $20 Pro. Manufacturers Series. 209/224-8634.

CRC GOLDEN BEAR HARE & HOUND
California City, CA. Point to point enduro, start in Cal City to Red Mountain. 100 miles. All classes. CRC points. OK to prerun course. Start 9 am. 714/689-6114.

NMA/SUZUKI FALL NAT'L MX
Sunrise Valley Cicle Park (formerly 395 Cycle Park), Hwy. 395, Adelanto, CA. Part of five-race Fall Nat'l Series. Pee Wee, Junior Cycle, Mini, Motorcycle classes. Gates open 6:30 am, prac 8, racing 9:30. 213/367-1777, 868-1112.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash to Pros 30% trophies to Sptsmn. Entry $9, $13 Pro. Gates open 7 am, prac 8, race 9:30. CRC memb. rqd. 213/830-7519.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore offramp. All classes. 30% same day trophies, Ex p.b. Entry $12 Ex, $7 Sptsmn. Non membs add $2. Pros ride two long motos, Sptsmn. 3 motos. Park open Sat., Sun for prac., gates open 7 a.m. Free camping. Prac. 8:30 a.m., race 9:30. 714/653-4558.

LOUISIANA

MOTOCROSS
Waggerman, LA. 6 mi. N. of U.S. 90 off Hury P. Long Bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494

OREGON

HIGH DESERT 100 DESERT RACE
Bend, OR. Start area 20 mi East of Bend on H-20. All classes. 30% trophies to Ams, 50% to Ex. $100 to first o/a, everybody gets something. Entry $15 mail to Cascade M.C., P.O. Box 11, Bend, OR 97701. Post entry $20. Start 10 a.m. OMRA points. 503/386-3795, 382-3837, 382-0061.

CMC MOTOCROSS
Mountain View Cycle Park, Sandy, OR. H-26 to H-211 left on Bornstedt Rt, right on Rude Rd. All classes 30% trophies, 100% Pro p.b. Entry $8, $13. 503/668-8404.

TEXAS

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. 8 mi. S of Whitney on H-22. Nov ~~CANCELLED~~ classes. $1170 purse [illegible] of gate in bad weather. [illegible]ies thru 6 places. Free keg beer. Entry $8, $10 Expert. Nov. race at 10 am, Int, Ex at 1:30 pm. 817/694-2901.

WASHINGTON

MX WEST MOTOCROSS
Sequim, WA. On H-101. Pee Wee thru 500 Pros, OTHG, OTs. Entry $10, $13 Pro. $2 gate fee. Sign up 7 am, prac 9, race 10:30. 509/663-2433.

October 27

CALIFORNIA

SPEEDWAY LONG TRACK NATIONAL QUALIFIER
Ascot Park, Gardena, CA. On Vermont Ave. from Harbor, 91 or 405 freeways. 22 events. ½ mile dirt track. Gates open 6 p.m., first race 8. Adm. $5 Adults, $3 Jrs, $1 kids. 213/321-5323, 323-5055.

NIGHT MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. H-395 1 mi N of Adelanto. All classes. Cash to Pros, 30% trophies to Sptsmn, 50% trophies to minis, Vets. Entry $8, $12 Expert. Gate $3. Free O/N camping. Gates open 6 pm, prac 7:30, race 8. 714/887-1556, 245-7339.

AMA D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Expert 80% p.b., 30% trophies. Entry $8 Experts + $2, $8 others. Gates open 4 p.m., prac 6:30, race 7:15. Trophy Dash and Odyssey races. 415/634-3328, 634-1667.

October 28

MOTOCROSS SCHOOL
Sunrise Valley Cycle Park, Adelanto, CA. One mi N of Adelanto on H-395. All classes welcome. Entry $15 per person. Free O/N parking, starts 10 a.m. to 3 p.m. 714/887-1556, 245-7339.

October 28-29

CALIFORNIA

KAWASAKI WOMEN'S NATIONALS
Carlsbad Rcwy, Carlsbad, CA. Sat—one hour GP, all classes. Sun—motocross. All classes, Beg. thru Pro. $1000 purse by Russ Darnell MX Schools. Entry $12, $17. 714/462-9395.

TEXAS

WERA GRAND NATIONAL ROAD RACE FINAL
Texas World Speedway, College Station, TX. All classes. Free camping, free concert, contest & prizes. Tickets Sun $7 infield only, $10 inf. or grandstands, $13 reserved grandstand. Both days $10, $12, or $17.

October 29

CALIFORNIA

ATA OBSERVED TRIALS
Littlerock Reservoir, CA. I-5 to 14, to 138 (Pearblossom Hwy) to Barrelspring Rd to Littlerock Dam. All classes. Entry $8. Sign up 9 a.m., ride 10. Spark arrestors reqd. 213/649-1700.

CMC MOTOCROSS
Ft. Bragg, CA. H-101 to Willits, west to Coast Hwy 20. All classes. 100% Pro p.b. Entry $10, $16 Pros. Also minis. 707/462-5788.

AMA SEMI-PRO MX
River Front Park, Marysville, CA. New entrance over levee at 1st & F St, Marysville. All classes, PP, OT, Vet. 100% p.b., entry $15 EX + $1 for Ins, others $10, includes ins. Free camping, paved pits. Prac 7:30, race 8:30. T-shirts to winners. 916/695-2727, 695-2088.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 2 motos and 30% trophies for Sportsmen. Entry $9, $13 Pro, Memb. req'd. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

O.R.C.A. ATC/ODYSSEY RACES
Perris Rcwy, Perris, CA. H-74 off at Ellis Ave., ¼ mi. to north side. All classes. 30% trophies. Entry $7. Gates open 8 a.m., prac 9, race 10. 714/657-4879.

MOTOCROSS
Sunrise Vally Cycle Park (formerly 395), Adelanto, CA. All classes. Cash p.b. to Pros. 30% trophies to Sptsmn. Entry $8, $12 Pro. Free O/N camping. Gates open 7 a.m., race 9:30. 714/887-1556, 245-7339.

AMA MOTOCROSS
Freemont Rcwy, Freemont, CA. All class~~CANCELLED~~ 100% Pro/Ex p.b., troph[illegible]ntry $15 Expert, $10 o[illegible]it adm. $4, riding fee $[illegible]ates open 6:30 a.m., prac. 8, first race 9. 415/651-2545, 408/733-9545.

BIG FOOT NATIONAL ENDURO
Eureka, CA. All classes, OT, AA. Start pins, stickers to all, trophies. Entry $15, $3 per three man team, extra. 500 rider limit, 100 miles long, first rider out 8:01. D-36. Far West M.C., 2637 Spring, Eureka, CA 95501. 707/822-3654, 443-4090.

AME MOTOCROSS
Mountain High Int'l, Fresno, CA. H-99 to H-41 to O'Neal's, North Fork, 14 mi to Rd. 221, left to track. All classes. 100% Pro p.b., 30% trophies. Entry $8, $12 Pro, $3 gate fee. O/N camping OK. Gates open 7 a.m. 209/291-8793.

NMA SUZUKI FALL NAT'L MX
Indian Dunes, Valencia, CA. Final race of five-race Fall Nat'l Series. International track. Pee Wee, Junior Cycle, Minicycle, Motorcycle classes. gates open 6:30 am, prac 8, racing 9:30. 213/367-1777, 868-8112.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn. $7 mail, $10 post, Pro-$12 mail, $15 post. Gates open 7:30 am, prac 8, race 9:30. CMC Lisc. reqd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

CRC COMBO CROSS
Indian Dunes, Valencia, CA. All classes, each rides 45 min. on extended Shadow Glen course. Prac starts 8 a.m., first race 9:30. 714/689-6114.

SRA GRAND PRIX
Carlsbad Rcwy, Carlsbad, CA. Palomar Airport Rd off 405 Frwy. 80 thru Open classes, +35. Entry $12, $4 gate fee. 20% trophies, finisher pins. Gates open 6 a.m., prac 8, race 9. 714/828-1358.

AMA D—37 HARE SCRAMBLES
Soggy Dry Lake, Lucerne Valley, CA. Limed from the Y Cafe. All classes. Finisher pins, D-37 points. Entry $9. 2x40 mi. loops. Rescue 3. Trail Nov. Beg go 1 loop. Start 9 a.m. Rams M.C. 213/596-3691.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore offramp. All classes. 30% same day trophies, Ex p.b. Entry $12 Ex, $7 Sptsmn. Non membs add $2. Pros ride two long motos, Sptsmn 3 motos. Park open Sat., Sun. for prac., gates open 7 a.m. Free camping. Prac. 8:30 a.m., race 9:30. 714/653-4558.

California City Grand Prix Nov. 5

CRC

A Genuine Gran Prix—not an extended MX racing thru the streets & desert

Entries Open Now—Mail Now
start position determined by drawing 10/23/78
entries received after 10/23 start in order of postmark
Mail $20 & 2 legal size self-addressed-stamped envelopes to:
CRC, 7601 Arlington Ave., Riverside, CA 92503
CRC & Dist. 37 membership honored
All others must join or ride pie-plate expert
Non CRC members must send photocopy of '78 card
info: 714-689-6114 days

CRC Event No. _____ CRC Desert No. _____

Name _____ Age ____ Address _____
City _____ State _____ Zip _____ Phone _____
Riding Class:
EX ____ J.S. EX ____ S. EX ____ WOMEN ____ MINI ____
AM ____ J.S. AM ____ S. AM ____ AM ____
NOV ____ J.S. NOV ____ S. NOV. ____ NOV ____
BEG ____ J.S. BEG ____ S. BEG ____ BEG ____
Make of Bike _____ CC's ____
Club _____ and or Shop _____
Signed _____ Date _____
(I have read and agree to all the above)
Parent's Approval _____ (required if entrant under 18)

RACING WORLD ESCAPE COUNTRY

Southern California's only motor recreation park with
OVERNIGHT CAMPING
714-581-6400
OPEN 7 DAYS A WEEK

Racing Schedule

Oct. 22	Oct. 29	Also Oct. 29
Racing World MX (Marty Smith Course)	CRC Motocross (Calif. Course)	Brush Busters Motocross (Marty Smith Course)

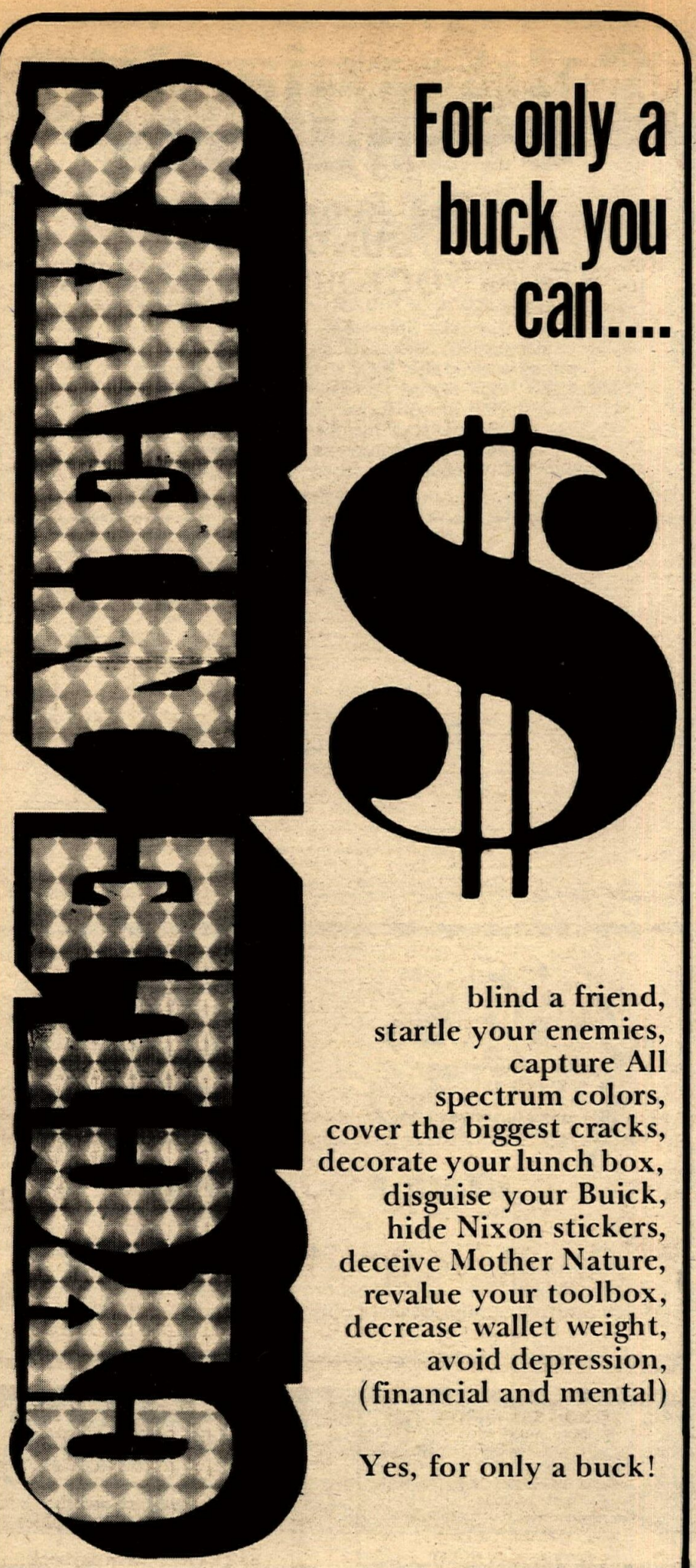
CRC Motocross Oct. 22
Saddleback Park 213-830-7519
CRC at Saddleback every 2nd & 4th Sunday

ERA
Lawman Enduro
Oct. 29
Calif. City
Course designed for the beginner rider
limed from Cal. City Golf Course & Hwy. 395
info: 714-373-4287

AFM Road Racing Schedule
Nov. 12 — Riverside
American Federation of Motorcyclists
714-523-3892 916-392-0611

DeAnza Cycle Park Racing Club
MX Racing Every Sunday
Member Sportsmen $7.00
Member Experts $12.00
non-members add $2.00
Free overnight camping
Points to members
100% Trophies to Minis
Pay Once, Stay All Weekend
Gate opens 7am Practice 8:30
Race 9:30
30% Same Day Trophies
714-653-5840 or 653-7979
714/653-4558
Free Camping Free Camping

NOW FORMING
GNC Series International Finals
713-482-7593



For only a buck you can....

$

blind a friend,
startle your enemies,
capture All spectrum colors,
cover the biggest cracks,
decorate your lunch box,
disguise your Buick,
hide Nixon stickers,
deceive Mother Nature,
revalue your toolbox,
decrease wallet weight,
avoid depression,
(financial and mental)

Yes, for only a buck!

Rainbow Stickies

Hey Cycle News! Send me ☐ stickies at $1.00 for each.

California residents add 6% sales tax

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Address _____

City _____ State _____ Zip _____

Enclose check or money order
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Cycle News Products, Box 498, Long Beach, CA 90801

AME $1000 PURSE MX
Bishop, CA. All classes. Pro p.b., 30% trophies and contingencies to Sportsmen. Entry $10, $15 Pro. Manufacturers Series. Mebs. req'd. 213/881-5778.

D-37 SEMI-PRO MOTOCROSS
Racing World, Trabuco Cyn, CA. All classes, sidehacks, welcome. $600 Expert purse. Entry $12 Ex, $8 Ams. O/N camping, sign up 7 a.m., prac. 8, race 9:30. Brush Busters M.C. 714/524-8164.

ERA LAWMAN ENDURO
California City, CA. Limed from Cal City Golf Course and H-395. Course designed for the beginner riders. 714/373-4287.

AMA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% P.B., 30% Trophies. Entry $8, $15 Experts. Gates open 6:30 a.m., prac. 8:30, race 9. Rt. 2 Box 143c, Brentwood, CA. 415/634-3328, 634-1667.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. H-101 to Broadway exit, follow signs to riverbed. Mini thru Pro, All classes. 30% Brass, 100% Pro P.B. Entry $8, $12 Pro. Free O/N camping. Med. coverage. 805/937-6171.

ARIZONA

QUARTER-MILE FLAT TRACK
B&B Motorcycle Park, Tucson, AZ. I-10 to Paloverde, south to track. All classes. 100% Semi-Pro p.b., trophies. Entry $12 Semi Pro, $8 others. Sp½ec $2.50. Gates open 8 a.m., prac 9, race 10. 602/747-8965, 294-9646.

NEVADA

MRAN HARE & HOUND
Boulder City to Searchlight, NV. Limed from Railroad Pass. 125, 250, Open Nov thru Ex classes, Over 38 class. Entry $10. 80 mi. course. Gamblers M.C. 702/451-6804.

TEXAS

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All classes. Rain or shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry $3 ga CANCELLED $6 Nov., $7 Int., $8 Ex. Nov, prac 8 am, race 9. Int/Ex prac 1 pm, race 1:30. Payoff to senior classes only. 214/245-4693

WASHINGTON

MX WEST MOTOCROSS
Sequim, WA. On H-101. Pee Wee thru 500 Pros, OTHG, OTs. Entry $10, $13 Pr. $2 gate fee. Sign up 7 am, prac 9, race 10:30. 509/663-2433.

November 3

SPEEDWAY LONG TRACK CHAMPIONSHIPS
Ascot Park, Gardena, CA. On Vermont Ave. off 91, Harbor or 405 Freeways. 22 events. $2100 purse. ½ mile clay oval. Gates open 6 p.m., first race 8. Adm $5 Adults, $3 Jrs, $1 kids. 213/321-5323, 323-5055.

AMA D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Expert 80% p.b., 30% trophies. Entry $8 Experts + $2, $8 others. Gates open 4 p.m., prac 6:30, race 7:15. Trophy Dash and Odyssey races. 415/634-3328, 634-1667.

November 5

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for Pros, 2 motos and 30% trophies to Sportsman. Entry $9, $13 Pro. Gates open 7 a.m., prac. 8, race 9:30. Membership required. 213/830-7519.

MOTOCROSS
Sunrise Valley Cycle Park (formerly 395), Adelanto, CA. All classes. Cash p.b. to Pros, 30% trophies to Sptsmn. Entry $8, $12 Pro. Free O/N camping. Gates open 7 a.m., race 9:30. 714/887-1556, 245-7339.

MINI MOTOCROSS
Barona Oaks Raceway, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/462-9103, 443-4905.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn. — $7 mail, $10 post, Pro — $12 mail, $15 post. Gates open 7:30 a.m., prac 8, race 9:30. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 2 motos and 30% trophies for Sportsman. Entry $9, $13 Pro, membership required. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange, CA, 35 or Older. Sr. A & Sr. B; Am., Ex; Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 am, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Hov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro p.b., 30% Trophies to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

CRC CALIFORNIA CITY GRAND PRIX
California City, CA. All classes. Large trophies, finisher pins. Mail entry $20 & 2 SASE to CRC 7601 Arlington Ave, Riverside, CA 92503. Post entry $25. CRC D-37 cards honored, all others join or ride pie plate Expert. Race through streets and desert. Start timed, drawing 10/23, entries after start in order postmarked. 10 riders per row. Double CRC Desert points. 714/689-6114.

CMC MOTOCROSS
Oasis Rcwy, Clear Lake CA. 10 mi. East H-20 . All classes. Pro p.b., 30% Trophies. Race starts 8:30 a.m. Entry $10, $15 Pro. 707/994-4175.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore offramp. All classes. 30% same day trophies, Ex p.b. Entry $12 Ex, $7 Sptsmn. Non membs add $2. Pros ride two long motos, Sptsmn 3 motos. Park open Sat., Sun. for prac., gates open 7 a.m. Free camping. Prac. 8:30 a.m., race 9:30. 714/653-4558.

AME MOTOCROSS $1000 PURSE
Spillway Park, Santa Maria, CA. Take Broadway exit. All classes. Entry $10 Sptsmn., $20 Pro. Pro p.b. Free camping, concessions, free ambulance, rider medical ins. Manufacturers Series. 805/937-6171, 213/881-5778.

LOUISIANA

MOTOCROSS
Waggerman, LA. 6 mi. north of U.S. 90 off Huey P. Long bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494.

OKLAHOMA

MOTOCROSS
Barron Fork, Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 am, race noon. 918/456-8421.

TEXAS

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All classes. Rain or shine. $470 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry gate fee, $4 Nov., $7 Int., $8 Ex. $9. Nov, prac 8 a.m., race 9. Int/Ex prac. 1 p.m., race 1:30. Payoff to Senior classes only. 214/245-4693.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tucson, AZ. I-10 to Paloverde, south to track. All classes. 100% Pro p.b., 33% Trophies. Entry $10, $15 Pro. $3.50 gate admission. Gate opens 8 a.m., prac. 9, race 10. 602/747-8965.

November 10

AMA D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Expert 80% p.b., 30% trophies. Entry $8 Experts + $2, $8 others. Gates open 4 p.m., prac 6:30, race 7:15. Trophy Dash and Odyssey races. 415/634-3328, 634-1667.

November 11

INDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. Sptsmn classes Mini Beg thru 500, Pro class 250cc. Entry $7 Pro, others $5 first bike, $4 2nd. Gates open 6 p.m., prac 7, racing 8. Spectators $3, $1.50. 503/928-7205, 753-1152.

AMERICAN MX FINALS
Anaheim Stadium, Anaheim, CA. Nation's best in final race of 1978 Supercross series. Special Shotgun Showdown race after final, $3000 winner take all purse featuring year's supercross race winner only. Gates open 6 p.m., prac $1.50, 4:30 p.m. First race 8, showdown 11 p.m. Tickets at Ticketron, Mutual, Anaheim box office, Malibu Gran Prix.

November 12

CALIFORNIA

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash to Pros 30% trophies to Sptsmn. Entry $9, $13 Pro. Gates open 7 a.m., prac 8, race 9:30. CRC memb reqd. 213/830-7519.

MOTORCYCLE RALLEY CLUB SUNRISER
Woodley Ave., Park, CA. Located ½ mi. N of Burbank Blvd., just W of San Diego Frwy, in Sepulveda. All needed is a freeway-legal bike, readable watch, pens or pencils. Trophies. Entry $4, $5 post. Poker run. 6550 Nevada Ave., Canoga Park, CA 91303. 213/893-8653, 342-1649, 346-2029.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn. — $7 mail, $10 post, Pro — $12 mail, $15 post. Gates op½en 7 a.m., prac. 8, race 9. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (Every 4th Sunday a points race.)

CMC MOTOCROSS
Sacramento Rcwy, Sacramento, CA. South on Bradshaw off H-50, left on Jackson, left on Excelsior. All classes, minis, Vet, OT, PP. Huge overall trophies and $200 to each Pro overall winner. Rider must ride all 4 series races to win overall. Contingencies. Entry $10 Sptrsmn, OT, Vets, $16 Experts. Gates open 6 a.m., prac 7:30, race 8:30. No name MX 916/682-3838, 381-0760.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore offramp. All classes. 30% same day trophies, Ex p.b. Entry $12 Ex, $7 Sptsmn. Non membs add $2. Pros ride two long motos, Sptsmn. 3 motos. Park open Sat., Sun. for prac., gates open 7 a.m. Free camping. Prac. 8:30 a.m., race 9:30. 714/653-4558.

AMA SEMI PRO MOTOCROSS
Marysville, CA. Under the E St. Bridge. H-70 to North Beale Rd, over levee, one blk west of Honde. All classes + Vet, OT, PP, Mini. 100% p.b., trophies. Entry $10 Sptsmn. Prac 7:30 a.m. Free camping. Races start 8:30, D-36 cards required, available at track. 916/695-2727, 695-2088.

EAST BAY PITS OBSERVED TRIAL
Frank Raines Park, Patterson, CA. H-580 to H-5, Patterson offramp. All classes. Trophies. Entry $1 12 and under, $4 PITs membs, $6 non-membs. Start 10 a.m. O/N camping. 415/582-9211.

ATA TRIALS
Racing World, Trabuco Cyn., CA. All classes and fun bicycle class. Entry $6 trials, $1 bicycle. Plonkers 714/897-0671.

AMA MOTOCROSS
Sand Hill Ranch, Brentwood,

CA. Corner Camino Diablo & Vasco Rd. All classes. 100% P.B., 30% Trophies. Entry $8, $15 Experts. Gates open 6:30 a.m., prac. 8:30, race 9. Rt. 2 Box 143c, Brentwood, CA. 415/634-3328, 634-1667.

AFM ROAD RACE
Riverside Rcwy, Hy 60 E of Riverside, CA, to Day St. Prod., GP, sidecar classes. Gates open 7:30 a.m., prac 9, race 1 p.m. Entry $20 — $40. 4996 Argyle Dr., Buena Park, CA 90620. 714/523-3892.

ARIZONA

PHOENIX GRAND PRIX
Phoenix Int'l Raceway, Phoenix, AZ. 4 mi. S. of U.S. 80 on 115th Ave. 100, 125, 250, Open; Beg., Nov., Jr., Ex. classes. Entry $18. Pavement, MX, mud, desert, water, fun, sand. 8302 E. Camelback, Scottsdale, AZ. 602/956-1514.

TEXAS

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. $1170 guaranteed purse or 50% of gate in bad weather. Entry Nov, Mini, OT; Int; $8, Ex. $10. Rt. 1, Box 71, Alvord, TX 76225. Trophies thru 8 places. 817/427-4771.

NEVADA

AMA HARE SCRAMBLES
Salt Wells, NV. H-80 or 50 to Fallon, NV, limed from Fallon. All classes except PP. Entry $20. 30% trophies, finisher pins. 702/883-3244.

November 17

AMA D-36 ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Expert 80% p.b., 30% trophies. Entry $8 Experts + $2, $8 others. Gates open 4 p.m., prac 6:30, race 7:15. Trophy Dash and Odyssey races. 415/634-3328, 634-1667.

November 18

SRA GAMBLERS PARADISE ENDURO
Start and finish at Jean Dry Lake, NV. All classes, 2 x 75 mi. loops, $16C and girls go one loop. 20% trophies, finisher pins. Entry mail one loop $13, two loops $15, post $18 two loops. 2 SASE to SRA, P.O. Box 1048, Cypress, CA. 90630. Start 9 a.m. Saturday. 714/828-1358.

November 19

CALIFORNIA

AME $2000 PURSE MX
Huron Cycle Park, Huron, CA. All classes. Pro p.b., 30% trophies and contingencies to Sportsmen. Entry $8, $10 Sptsmn, $20, $25 Pros. Membs. req'd. 213/881-5778.

AMA MOTOCROSS
Freemont Rcwy Freemont, CA. All classes. 30% Pro/Ex p.b., trophies. Entry $15 Expert, $10 others. Gate adm. $4 riding fee $2. Gates open 6:30 a.m., prac 8, first race 9. 415/651-2545, 408/733-9545.

CANCELLED

AMA MARATHON
Sand Hill Ranch, corner of Camino Diablo and Vasco Rd., Brentwood, CA. All classes (100, 125, 250, Open) run together 2 hrs., scored separately. Gates open 7:30 a.m., sign up 9-9:30, prac 9:30, race 10. Entry $6 per bike—$3 rider. 415/634-3328 or 634—1667.

P.I.T.S. OBSERVED TRIAL
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 donation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for pros, 2 motos and 30% trophies to Sportsman. Entry $9, $13 Pro. Gates open 7 a.m., prac. 8, race 9:30. Membership req'd. 213/830-7519.

MOTOCROSS
Sunrise Valley Cycle Park (formerly 395), Adelanto, CA. All classes. Cash p.b. to Pros, 30% trophies to Sptsmn. Entry $8, $12 Pro. Free O/N camping. Gates open 7 a.m., race 9:30. 714/887-1556, 245-7339.

MINI MOTOCROSS
Barona Oaks Raceway, CA. Hwy 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/462-9103, 443-4905.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn—$7 mail, $10 post, Pro—$12 mail, $15 post. Gates open 7:30 a.m., Prac 8, race 9:30. CMC lisc. req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 2 motos and 30% trophies for Sptsmn. Entry $9, $13 Pro, memb. req'd. Gates open 7 a.m., prac 8, race 9:30. 213/830-7519.

ITA TRIALS SR. CHAMPIONSHIP
Saddleback Park, Orange, CA. 35 or older. Sr. A & Sr. B; Am., Ex, Beg, Nov. sections. Entry d$5, $7 non-member. Start 10 a.m. 714/879-0570.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry $7.50, $12.50 Pro. Memb. available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

TEXAS

MOTOCROSS
McAllen MX Park, McAllen, TX. Next to Miller International Airport. All classes. Cash to Experts. Entry $8, $10 Ex. McAllen M.C. 512/686-4181.

MOTOCROSS
Wolf Creek MX Park, S/W of Hillsboro, TX. H-916 to FM1204, 2 mi, South to track. All classes. Trophies to 6 place, guaranteed $753 purse. All new track and gate. Nov. race 9 a.m., Int & Ex race approx, 1 p.m. 817/641-8388.

MOTOCROSS
Mosier Valley MX Park, Alrington, TX. All classes. Rain or shine. $470 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry gate fee, $4 Nov., $7Int., $8 Ex., $9 Nov, prac 8 a.m., race $9. Int/Ex prac. 1 p.m., race 1:30. payoff to Senior classes only. 214/245-4693.

November 26

MOTOCROSS
Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 blk. East of V. Thomas Bridge. All classes. 33% trophies. Entry $7, $12 Pros, $2 gate adm. Prac. 7:30 a.m., race 9. 213/832-6844, 547-1818.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash to Pros 30% trophies to Sptsmn. Entry $9, $13 Pro. Gates open 7 a.m., prac. 8, race 9:30. CRC memb req'd, 213/830-7519.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn—$7 mail, $10 post, Pro—$12 mail, $15 post. Gates open 7 a.m., prac 8, race 9. CMC lisc. req'd. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (every 4th Sunday a points race).

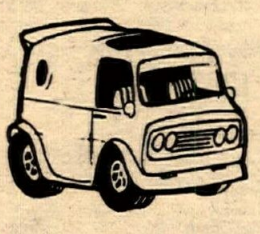
AME MX $3000 PURSE
Mountain High Int'l, Fresno, CA. H-99 to H-41 to O'Neal's, North Fork, 14 mi to Rd. 221, left to track. All classes. Pro p.b., 30% trophies. Entry $8, $10, $25, $30 Pro, $3 gate fee. O/N camping OK. Gates open 7 a.m. Manufacturers Series. 209/291-8793.

LOUISIANA

MOTOCROSS
Waggerman, LA. 6 mi. N of U.S. 90 off Hury P. Long Bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494.

TEXAS

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. 8 mi. S of Whitney on H-22. Nov thru Ex classes. $1170 purse, 50% of gate in bad weather. Trophies thru 6 places. Free keg beer. Entry $8, $10 Expert. Nov. race at 10 a.m., Int, Ex at 1:30 p.m. 817/694-2901.



FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

CORONA RACEWAY

3rd Annual Great Pumpkin GP SUNDAY OCTOBER 29

100% payback to Pros
100% finisher pins
25% trophies

$25 cash prize for rider with best costume
New 7 mile course

SILENCERS MANDATORY

ENTRY FEE - $10.00 (Mail)
$15.00 (Post)
TEAM RACE - $8.00 (each)

Gates Open 7:00
Practice ..... (0-125) 8:00
Practice ..... (250-500) 8:30
All 0-100's & Women 9:15
125-250-500 Pro's 10:15
All Vets 11:15
All 500's 12:30
All 125's 1:30
All 250's 2:30
Team Race 3:30

AVOID THE HASSLE OF RACE DAY ENTERING AND SAVE MONEY BY ENTERING EARLY.
Mail Entry and $10.00 (check or money order) To: Corona Raceway PO.Box 388 Corona, CA 91720 or Bring To Corona Raceway Office

If under 18, parents' signature must be notarized or signed in front of R.A.C.E. official!
DEADLINE - Entries must be post marked oct.25 or brought to raceway office by 12 noon oct.27

Fill Out Completely

circle one SIZE	circle one SKILL LEVEL	RIDING NUMBER	NAME	SILENCER TYPE	CYCLE MAKE	circle one R.A.C.E.
MINI 100	Beg. Nov.					Member
125 175	Int. Exp.	print	print	print	print	Non-Member
250 500	Girls Vets(32+)					

vets & girls circle two

CORONA RACEWAY
R. A. C. E. GRAND PRIX

CC's: SPONSOR: AGE PHONE NUMBER ( )

ADDRESS: (Number) (Street) (City) (State) (Zip)

REQUEST FOR PERMISSION TO ENTER RESTRICTED AREAS:

In consideration of my being admitted to areas from which the general public is excluded:

I hereby declare that it is my intent while on these premises to drive at high speeds and to test my driving skills and to check the performance of the vehicle I am driving.

I affirm that I am going to engage in these highly hazardous activities of my own volition.

I hereby affirm that I enter these restricted areas fully aware of the hazards to my person and property therein, and I assume all risks attendant thereto, even if injury or damage is caused by the negligence of another party.

I affirm that when I enter these restricted areas, I do so as a voluntary partic pant in the activities conducted therein. If I am injured, in any manner, or my property is damaged, in any manner while I am within the restricted area, I will grant a full and unconditional release for any injuries sustained to my person or any damage to my property to all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas.

On behalf of myself, my heirs, executors, or administrators, I agree to hold harmless and indemnify all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas, for any damages or injury to my person or property.

READ CAREFULLY BEFORE SIGNING INTO RESTRICTED AREA

I HAVE READ THIS ENTRY BLANK YES___ NO___ BLOOD TYPE_____

IF UNDER 18 YEARS OF AGE, PARENT MUST SIGN _____ Parent's Signature

RIDER'S SIGNATURE_____ DATE_____

info: 714-735-1705

Cycle News Want Ads

If you've got the goods,
we've got the connections

1st & 3rd SAT. NIGHTS
Sprockets Park
Post Entry Only
$7 Sportsmen $10 Pros
2nd & 4th SUNDAYS Sanctioned
Indian Dunes
Sportsmen $8 Mail $10 Post
Pros $12 Mail $15 Post
EVERY FRIDAY NIGHT
Indian Dunes
Post Entry Only
$7 Sportsmen $10 Pros
Membership Required
AME, PO Box 1421, Reseda, CA 91335
213-881-5778

Sunrise Valley Cycle Park
(formerly 395 Cycle Park)
Adelanto, Calif.
Moto-X racing 1st and 3rd Sundays each month
$8 Sportsman - 30% trophies same day
$12 Expert - cash payback
50% trophies to Mini & Vets
Free overnight parking
gates open 7 am, practice 8 am, 1st race 9:30
714-887-1556 714-245-7339

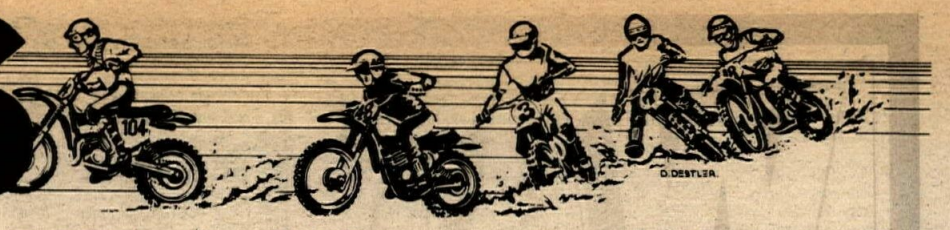
PERRIS RACEWAY
(714) 657-4879, 657-8917
Oct. 22 Open Practice
Every Saturday Night TT & Short Track

Minicycle Motocross
Oct. 20 — Indian Dunes
Oct. 22 — Indian Dunes
Oct. 27 — Indian Dunes
Oct. 29 — No Race
American Minicycle Assn.
213-881-5778

Saddleback Park
Oct. 22
CRC MX
Also Same Day
Odyssey/ATC
714-558-1584

SADDLEBACK SAT. MX
Motocross Every Saturday
Pros — 2-40 minute motos
Sportsmen — 2-30 minute motos
Info: 714-495-4771

RESULTS



RMTA Trials
Master Cup
Left Hand Cyn., CO
Oct. 1, 1978
By D. E. Burgener

TOP 15 ALL CLASSES

Curt Comer	Mon
Morgan Kavanaugh	Mon
David Burke	Bul
Tom Thompson	Bul
Guy Bodin	Bul
Gary Baughman	Bul
Wiltz Wagner	Bul
Eric Barber	Bul
Mike Stokes	Hon
Greg Howard	Mon
Vince Greene	Mon
Ken Payne	Mon
John Gray	Hon
Rich Cavanaugh	Bul
Ross Kennedy	Bul

TRIALS MASTERS:
Bill Burgener
Terry Baker

A.R.R.A. Road Racing
1978 Points Standings
6 of 9 races
By Jim Lester

OPEN GP	
Chuck Parme	24
Terry Nelson	18
Billy Addington	18
500cc GP	
Bob Hyman	27
Craig Tarwater	21
Dennis Parry	12
Frank Simmons	12
Tom White	12
350cc GP	
Bob Hyman	10
Barry Elliot	10
Scott Settino	9
250cc GP	
Bob Hyman	31
Ron Hlarka	27
John Gidney	16
200cc GP	
Gary Costa	40
Jim Lester	22
Terry Nelson	20
125cc GP	
Steve Sheftel	51
Corbin Dickinson	40
Bob DeWitt	28
100cc GP	
Greg Chaffee	24
Ben Meyer	18
Malcolm McCassey	15
50cc GP	
Mario Caldato	33
Doug Stanton	26
Paul Manning	12
OPEN PROD	
Whitney Blakeslee	33
Lee Fleming	19
Syd DeSoto	18
750cc PROD	
Eric Hedger	32
Steve Gerki	17
Carv Williams	12
500/550 PROD	
Ed Toomey	20
Malcolm Hill	16
Bryan Cathey	15
Scott Clough	15
350/410cc PROD	
Thad Wolfe	36
Malcolm Hill	36
Ed Toomey	31
250cc PROD	
John Chermak	46
Mark Shelton	46
Jim Collins	15
200cc PROD	
John Chermak	48
Terry Nelson	21
James Lerer	17
125cc PROD	
Richard McClanahan	54
Mel Richins	46
George Karpynec	13
OPEN BOX STOCK	
Whitney Blakeslee	33
Billy Addington	18
Lee Fleming	15
675cc BOX STOCK	
Carvel Williams	18
Brian Kruger	9
Ralph Hudson	9
James Lerer	9
Barbara Rainey	9
410cc BOX STOCK	
Dennis McGrady	22
Dan Diaz	21
Jeff Tuttobene	18
4-STROKE GP/OPEN	
Hulrey Wilvert	18
Billy Addington	18
Don Gorak	16
4-STROKE GP/750cc	
Carry Keoshgerian	41
Eric Hedger	26
Mike Hishiki	18
4-STROKE GP/500cc	
Steve Schrader	45
Ben Bernie	45
Rob Braun	12
SUPER CAFE	
Carry Keoshgerian	41
Steve Sowden	35
Don Gorak	18
CAFE	
Steve Schrader	45
Ben Bernie	43

Dirt Diggers Pioneer Town Grand Prix
Racing World,
Trabuco Cyn, CA
Sept. 10, 1978
(Cont. from last issue)

WOMEN'S DIV—176-250 NOV	
Debbie Duncan	Suz
Linda Shatka	Yam
WOMEN'S DIV—101-175 NOV	
Dawn Paiement	Yam
Mercedes Gonzalez	Suz
OLD TIMERS MX ASSN.	
MASTERS	
Larry Johnson	Yam
Marvin Olson	Mai
Blackie Lewis	Mai
EXPERTS	
Don Jensen	Mai
Basil Sanchez	Yam
Ken Clayton	Yam
AMATEURS	
Fran ci Christensen	Yam
Tom Brown	
Tom Vetter	
Ray Sanchez	
NOVICES	
Ray Nelson	DMS
Ray Arnold	Yam
Bill Ryan	Yam
SENIOR DIVISION	
251-OPEN—EXPERTS	
Nate Sciacqua	Yam
William Saltzman	C-A
James McGraw	Yam
176-250—EXPERTS	
George Zuber	Yam
Hoyt Statham	Hus
0-175 EXPERTS	
Al Stinebaugh	Suz
Alfred Guzman	Suz
251-OPEN—JUNIORS	
Jay Garacochea	Bul
Norm Haven	Yam
Gary Deckert	Yam
176-250 JUNIORS	
Rick Watson	KTM
George Stoffel	Yam
0-175 JUNIORS	
Gary Sauls	Suz
Dale Dorman	HTY
251-OPEN—NOV	
Gene Uebelhardt	Yam
Gilles Vaillancourt	KTM
Al Smith	Yam
176-250 NOV	
Will Harvey	Yam
Bill Findley	Yam
0-175 NOV	
Al DaCosta	Yam
Rex Foushee	Yam
PIONEERS	
Dick Mann	Yam
Al Baker	Hon
Mike Haney	Tri
FOUR STROKES	
EXPERTS	
Jim O'Neal	Hon
Al Baker	Hon
JUNIORS	
Mike Said	Hon
Ben Martin	Yam
NOVICES	
Pete Ellison	Yam
Bill Wright	Hon
William Misener	Yam
Jerry Coburn	Yam
Barton Crandell	Yam
COORS $10,000 PRO RACE	
1. Darrell Shultz	Mai
2. Brad Lackey	Hon
3. Gaylon Mosier	Kaw
4. Rich Eierstedt	C-A
5. Bob Meyers	Mai
6. Steve Bauer	Hon
7. Marty Moates	LOP
8. Danny Chandler	Mai
9. Tony D'Stefano	Suz
10. Jim Weinert	Kaw
11. Gary Semics	C-A
12. Gary Denton	Suz
13. Warren Reid	Hon
14. Dennis Brand	Hon

CMC Friday Nite MX
Sacramento Raceway
Sacramento, CA
September 29, 1978
By Sallee Hilton

PEE WEE	
Anthony Rose	Hon
Jason MacKenroth	Suz
David Beintker	Suz
MINI JR	
Greg Michalec	Suz
Billy Brazil	
Wade Goodwin	Suz
MINI INT	
Bob Beintker	Yam
MINI EX	
John Roitinger	Yam
100 JR	
Dan Tarp	Suz
Loren Turner	Yam
Phil Rose	Yam
VET JR	
Lowell Jones	Mai
Bob Mars	Mai
David Christion	Yam
VET INT	
Les Lollar	Mai
Mike McKee	Yam
Dennis Hausmann	Suz
VET EX	
Bill Grigg	Mai
Tom Hintz	KTM
OLD TIMER JR	
Dick Jobe	
Roger Sanchez	Suz
Gordon Miller	Tri
OLD TIMER INT	
Larry Bubak	
Billy Hilton	Hus
Gene Kelso	Yam
125 JR	
Brian Vermette	Suz
Keith Sullivan	Suz
Vernon Snyder	Suz
125 JR	
Shawn Walkingstick	
Jim Beintker	Yam
Gerald Rhone	
125 INT	
Robert Presley	Suz
Bill Carlson	Suz
250 JR	
Ron Horner	Suz
John Allen	
Scott MacKenroth	Hon
250 INT	
Casey Brooks	Hon
Allen Clover	Suz
Byron Estes	Yam
OPEN JR	
Joe Tabarracci	Yam
John Coulumbe	
Bill Virga	Yam
OPEN INT	
Jeff Steele	Yam
Ray Searles	Mai
Ed Zinda	Mai
125 PRO	
Brian Coulson	
William Cori Roberts	Yam
250 PRO	
Dave Wood	Yam
George Cheatham	Yam
Al Griego	Hon

CMC Friday Nite MX
Sacramento Raceway
Sacramento, CA
September 22, 1978
By Sallee Hilton

PEE WEE	
Glenn Turner	Suz
Anthony Rose	Hon
David Beintker	Suz
MINI JR	
Greg Michalec	Suz
Kevin Snider	Yam
Edward Gold	Suz
MINI INT	
Bob Beintker	
Kevin Bixby	Yam
100 JR	
Dan Tarp	Yam
Kelly Langseth	Suz
Danny Crecelius	Yam
100 INT	
Shawn Walkingstick	
Larry Coleman	Yam
Lance Coleman	Yam
VET JR	
David Christion	Yam
Jerry Moran	Suz
Daniel Cole	Yam
VET INT	
Mike McKee	Yam
VET EX	
Bill Grigg	Mai
OLD TIMER JR	
Nick Norton	Yam
Dick Jobe	Yam
Roger Sanchez	Suz
OLD TIMER INT	
Gene Kelso	Yam
Bill Campbell	Yam
125 JR	
Mark Roubelik	Yam
Brian Vermette	Suz
Marty Cunningham	Suz
125 JR	
James Beintker	Yam
Bill Ferry	Suz
Gerald Rhone	
125 INT	
Byron Estes	Yam
250 JR	
Ron Horner	Suz
Scott MacKenroth	Hon
Mark Andris	Hon
250 INT	
Casey Brooks	
Greg Knight	Suz
Allen Clover	Suz
OPEN JR	
John Cook	Yam
Joe Tabarracci	Yam
Rick Grossglauser	Yam
OPEN INT	
Mike Hamel	Bul
Chris Bendar	Mai

National Amateur Hillclimb
Prestunburg, KY
Sept. 3 & 4, 1978
By Armand Lack

100cc CLASS	
Rodney Coon	Yam
Robbie Bailey	Kaw
Lorie Shreiner	Yam
Perry Knudsen	Suz
Allen Sams	Hon
Mike Schoeder	Suz
Rick Dettmer	Suz
Tod Parmeter	Suz
Dee Nasengill	Suz
Marshall Rose	Suz
125cc CLASS	
Kevin Keesee	Yam
Erik Goehrs	Suz
Dean Gerdes	Suz
Douglas Shaffer	C-A
Chuck Robbins	Suz
Charles Goodnight	Yam
Jay Parmeter	Suz
Robbie Redmann	Suz
James Wilcox	Kaw
Dan Haladay	Hon
200cc CLASS	
Gene Topliff	Bul
Aaron Burton	Bul
David Burnham	Bul
Tim Rickey	Yam
Gailen McGraw	Bul
Steve Miller	Bul
Mel Pointer	Yam
Paul Bartels	Bul
Chuck Rempes	Bul
James Blanton	Bul
250cc CLASS	
Harry Schreiber Jr	Yam
David Jones	Bul
Kevin Knudsen	Kaw
Jim Wright	Hon
Charles Ford	Suz
Mickey Dent	Yam
Steve Hefley	Suz
Jim Weisel	Yam
Robert Alford	Yam
Will Alford	Bul
370cc CLASS	
Harold Van Hoy	Bul
Dave Jones	Bul
James Hooper	Mon
Bob Shreiner	Mon
Charles Plummer	Bul
Kenneth Borlie	Yam
Daniel Watson	Kaw
Doug Blevins	Bul
Dennis Knudsen	Yam
Gilman Goehrsur	Hon
500cc CLASS	
Glenn Ingold	Kaw
Steve Howard	Yam
Don Pinsonnault	Yam
Tony Hall	Yam
Phillip Stock	Yam
Richard De Rosa	Yam
Joey Townsend	Yam
Randolph Fisher	Yam
Scott Juhlin	Suz
Rex Simmons	Yam
750cc CLASS	
Steve Kain	H-D
Bill McKelvey	Tri
Duane Vinson	Tri
Stanley Pugh	Yam
James Terlouw	Kaw
Earl Cline	Tri
Lester Roder	Tri
Ronald Napper	Kaw
Jack Armstrong	Kaw
Bob Coldiron	Kaw
751 & UP cc CLASS	
David Gottschalk	Kaw
John Davis	H-D
Paul Purviance	Kaw
OPEN CC CLASS	
Willard Kinzer	Hon
Paul Porter	Hon
David Lingenfelter	Hon
Gary Waddell	Tri
Tom Elmore	Kaw
David McCutchen	Tri
Tom Reiser	H-D
George Terrio	Hon
Erving Andren	H-D
John Fogarty	H-D

Marysville MX Promotions
"E" Street Bridge
Marysville, CA
October 8, 1978
By Ramie Sexton

125 EX	
Phil Crane	Suz
Scott Rebuck	Suz
Leon Ellis	Suz
250 EX	
Randy Losh	Mai
Phil Crane	Hon
Dan Waller	Mai
OPEN EX	
Rick Woodson	Mai
Delno Becker	Mai
Brad Emery	Yam
125 JRS	
Arnie Watkins	Suz
Curt Anselmo	Suz
Mike Scott	Suz
250 JRS	
Steve Arena	Hon
Ron Combs	Kaw
Jay Heying	Suz
OPEN JRS	
Charles Smart	Suz
Wayne Archer	Yam
Danny Piffero	Mai
125 NOV DIV I	
Randy Sounhein	suz
Kevin McMahen	Yam
Dave Eads	Suz
125 NOV DIV II	
Kevin Heino	Yam
Scott Dorman	Yam
Tom Shrine	Yam
250 NOV	
David Clark	Mon
Gary Wade	Mon
Scott Starbard	Suz
OPEN NOV	
Mike Bennett	Yam
John Burwell	Yam
Jeff Heston	Yam
100 SPORTSMAN	
Doug Butler	Yam
Richard Cordell	Suz
Jim Horn	Suz
POWDER PUFF	
Vickie DeVaughn	Suz
Shelley Coffey	Suz
Donna Mitchell	Suz
VET NOV	
John Flaherty	Hus
Steve Schutte	CZ
Harvey Dunham	Suz
VET JR	
Bob Collins	Mai
Chris Bender	Mai
Jack Hampton	Mai
VET EX	
Charlie Sexton	Yam
Greg Hubbs	Suz
OLD TIMER NOV	
Milton Emery	Yam
Wes Bradwell	Mai
Martin Hubbs	Bul
OLD TIMER JR	
R. J. Gellatly	Hus
Earl Lewallen	Suz
OLD TIMER EX	
Norb Brown	Yam
Delno Becker	Suz
100 MINI NOV	
Brent Cash	Suz
Curtis Booth	Suz
John Dalton	Suz
50cc NOV	
Larry Azevedo	Suz
Eric Borecky	Suz
80 NOV	
Corbett Thoma	Suz
Tony Shauser	Yam
Michael Schutte	Hon
80cc JR	
David Azevedo	Suz

AMA D-37 Desert Division I
Desert 3rd Qtr Point Standings
(Thru Dirt Diggers Grand Prix)

Bruce Ogilvie	3335
Brad Henson	2880
Mike Eckardt	2820
Paul Christensen	2400
John Prater	2350
Tom Schell	2240
Dan Ashcraft	1980
Dennis Rosenberg	1815
Benny Padilla	1510
Kenneth Maw	1410
Ken Miller	1350
Richard Varner	1270
Robin Busse	1210
Charles Hermansen	1175
Richard Zajic	1160
Gregory Thomas	1125
Russ Jones	1105
Ray Waldbaum	1050
Monte Lee	1050
Jeff Thorpe	1020
Brian Wright	1010
Kern Park	1010
Tim Fitzpatrick	985
Chuck Miller	940
Timothy Jasper	915
Gary Frederickson	895
Ned Pritchard, Jr.	860
Thomas Holmes	845
Marc Cartwright	840
Dick Evans	830
Jim Delliplaine	830
Fred Strong	830
Ron Holst	795
Bruce Jones	790
Carl Fjastad	778
Ken Oviatt	775
Frank Vancil	770
"Downhill" Alexander	760
Tony Greaves	740
Jeff Moeller	734
John Pomo	720
Roger Toubeaux	690
Bill VanderByl	675
Steve Lindsey	665
Lou Ortali	638
Hoyt Statham	630
Tim Fagg	615
Scott Postma	590
Cordis Brooks	590
Craig Kinnaman	570
James Kurisu	570
Eugene Peters	550
D.M. DeCamp	545
Chris Harris	545
Dave Matus	535
Gary Cass	530
Mike Johnston	530
C.R. Gray	510
Scott Dinger	510
Steve Brookshire	495
Doug Beisner	495
Garry Hall	470
Steve Priestley	465
Doug Winchell	450
Bob Rutten	440
Mike Butler, Jr	440
Rod Absher	440
Mineshaft	435
James Draves	430
David Albano	420
Byron Sellers	415
Jeff Matthews	415
Don Whitehorn	395
Tim Nething	395
David Herrera	393
Phil Cloward	390
Dennis Greene	390
Dave Phillips	385
Jeffrey Cannon	385
Ray Alexander	380
Mark Moullet	380
Pat Kratovil	355
Kevin Shehee	355
Rodney Busse	350
Marty Pollard	350
Juan Benevidez II	350
Steve Bailey	340
Rick Schumaker	340
Joel Parker	330
Larry Golliher	330
Fred Collins	325
James Mort, Jr	318
David Woolmore	310
Greg Johnston	310

Racing Wheels MX
Mulkey O.R.V.
McMinnville, OR
Oct. 8, 1978
By E. McCormick/ Action Oz

MINI JR	
Ron VanDehey	Suz
Mike Taylor	Yam
Mike Emry	Yam
MINI INT	
Vince Warren	Yam
Steve Bye	Yam
Rod Keller	Yam
MINI EX	
Craig Lambert	Yam
Ted Harry	Suz
Denny Fennell	Yam
PEE WEE	
Shane Cameron	Suz
Terry Hammer Jr.	Itjet
Henry Corbin	Suz
100 JR	
Gary Harkleroad	Yam
Mark Slipp	Yam
Lori Howard	Suz
100 INT	
Kevin White	Yam
Craig Lambert	Yam
Keith Foidel	Yam
125 JR	
Mark Slipp	Suz
Jerry Johnson	Suz
Randy Brooks	Suz
125 INT	
Brad Leihlider	Yam
Troy Carlson	Suz
Clarance Gardner	Yam
250 JR A	
Dan VanDevanter	Yam
Marty Glass	Hon
Jim Wiser	Yam
250 JR B	
Hoby Kates	Suz
Dan Meeker	Hon
David Weber	Hon
250 INT	
Robby Robbins	Yam
Clarance Gardner	Yam
Kirk Giggers	Hon
OPEN JR	
Joe Knight	Hus
Mark Raposa	Suz
Rick Triangle	Yam
OPEN INT	
Ray Shanafelt	Mai
Jim Greear	Yam
Jim Heath	Yam
30-40	
Bob Kasar	Yam
John English	Yam
Gary Troglin	KTM
OLD TIMERS	
Cliff Stump	Mai
Bob Taylor	Hon
John Semmeler	Yam
125 PRO	
Jim Anderson	Suz
Cris Selnes	Suz
Jody Becher	Suz
250 PRO	
Tim Michletsch	Yam
Jim Anderson	Hon
Skeet Hise	Yam
OPEN PRO	
Tim Michletsch	Yam
Mark Hambleton	Mai
Clay Azar	Yam

TROPHY PICKUP

Desert Vipers M/C trophies can be picked up at desert 10-21-78. (714) 842-3092. (41)

Shamrocks H&H trophy pick-up, Calif. State Championship H&H, Olancha, Oct. 22. (41)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

Motorcycle mechanic
Experience necessary. Salary commensurate with experience. Medical insurance, paid vacations. CLARK'S YAMAHA OF FRESNO (209) 251-8209. (40/TFN)

MECHANIC for British Classic bike collection of 1960's. Phoenix (602) 248-7814. (42)

Help wanted
Experience not necessary. Will train right individuals. Golden opportunity, contact Bob at CALIFORNIA HONDA (213) 272-3559. (43)

EXPERIENCED YAMAHA PARTSMAN. 5-day week and good benefits. 213/635-8058. (41)

Partsperson Alba Honda
Located in Encinitas (No. San Diego County). Immediate opening, experience necessary. Honda-Maico-Bultaco-KTM. Ask for Tim or Allen (714) 436-9771. (42)

Service Manager wanted
Honda experience required. Must be good with people. Mon. thru Fri. work week and benefits. Call Mr. LeBard at (213) 691-0553 or (714) 879-8252. (42)

Salesperson
Excellent opportunity for experienced top-notch Honda salesperson. We offer guarantee salary + commission, group insurance and paid holidays. Ask for Earl (714) 531-0742. (44)

Yamaha mechanic
Exp. Yamaha motorcycle mechanic. Top pay & benefits. S. Los Angeles, Orange County area. (213) 868-1663. (41)

Service writer wanted
Must have mechanical aptitude, like people and willing to work. Call Mr. LeBard at (213) 691-0553 or (714) 879-8252. (42)

1 mechanic & 1 partsman
Need 1 experienced Honda mechanic & 1 partsman, Honda exp. preferred. Top pay for good people, 5-day week. Ask for Chuck, (714) 842-5531. (41)

Exp. salespersons needed
So. Cal. distributor. Areas available, No. Cal. & Arizona. (213) 886-8044. (42)

Help wanted
Experienced Yamaha or Honda mechanics (2). (813) 294-3370. Yamaha of Winter Haven, 3618 Havendale Blvd., Winter Haven, FL 33880. (41/TFN)

Tire Test Coordinator
Expert motorcycle rider desired to conduct high speed tire tests. Must possess excellent verbal and written communication skills. Considerable travel. Send resume to: Cycle News West, P.O. Box 498, Div. T, Long Beach, CA 90801. (41)

Del Amo Suzuki is expanding
Top notch comm. mech. to work for South Bay's finest service dlr. Exp. on Suzuki, Honda & Kawasaki 4 strokes preferred. Experienced only need apply. (213) 542-7381. (41)

MOTORCYCLE PARTS PERSON. Immediate opening for experienced parts person. Good benefits & advancement potential with top Kawasaki-Suzuki shop. Call Mike (415) 881-4943. (41)

Honda salesman & partsperson
Central coast Honda dealer has immediate opening for 1 salesman and 1 partsperson, Send resume & salary desired to: Cycle Stop Honda, 511 Abbott St., Salinas, CA 93901. (43)

Accessory salesman wanted
Immediate opening for accessory person. Must be familiar with touring accessories for all bikes. Full-time position, salary + benefits. BERTS MOTORCYCLES, 900 W. Foothill Blvd., Azusa, CA 91702. (213) 334-1288. (41)

Manager/Trainee
Cycle-Snomobile-Chain saw shop. Exp. in selling & merchandising. Uncompahgre Equipment Co., P.O. Box 1645, Montrose, Colo. 81401. (303) 249-5783. (42)

Husqvarna mechanic
Having store management potential with good personal appearance. Permanent full time position in an exclusive dirt bike shop. Convenient housing if relocating. Send resume or inquire to... BILL SALTZMAN MOTORCYCLES, 14333 East Garvey Avenue, Baldwin Park, California 91706. (213) 337-6811. (42)

Help wanted
For person familiar with all Japanese models to work salvage yard. Must have experience. Salary + benefits. MOTORCYCLE SALVAGE, 900 W. Foothill Blvd., Azusa, CA 91702. (213) 334-1288. (41)

HOW ABOUT SACRAMENTO ? Immediate opening for experienced Kawasaki mechanic. Salary open. Pacific Kawasaki, 7401 Greenback Lane, Citrus Heights, CA 95610. 1-(916) 966-4451. (41)

Mechanic wanted
Suzuki and/or Kawasaki experience helpful. New dealership in Woodland, CA 18 miles nw of Sacramento. Must have own tools and at least two years shop experience. Pay based on experience. Benefits. (916) 666-5426. Call 7-10 p.m. (41)

Business Opportunities

Arizona dealer for sale
Will do over $600,000 this year — super deal. $175,000, terms. Call agent Joe Davis (602) 252-6736. (41)

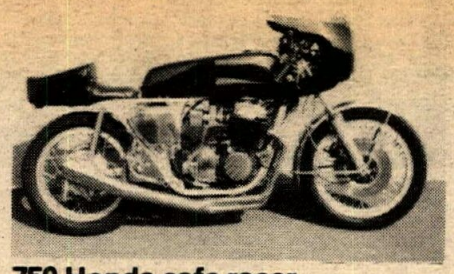
Nationally known distributor Dirt Bike Accessories
This is a chance of a lifetime to get in the fantastic field of distributing dirt bike accessories. We are an aggressive 3 year old company with a reputation of excellent service and selling high quality name brand equipment. Sales have doubled each year. We maintain a low overhead and are well established. Owner will train or work as general mgr. Direct all inquiries to Managing Agent, 510 E. Maude Ave., Sunnyvale, CA 94086 or call (408) 245-3131. (44)

Dealership for sale
Central Ohio Suzuki dealership, good area, good customer return. Only 20 minutes from Columbus. Serious inquiries only. (614) 852-1529. (41)

Dealership for sale
Owner retiring. Established 10 years, Suzuki and Husqvarna franchise. Good location in Southern California. Five year lease on building. (213) 879-4491. (41)

Lance King Jr. Speedway
Ride the finest — race ready, many extras — tires — sprockets & etc. For the serious racer only. (916) 885-1527. (43)

Honda CR 125, '77
Quick, just rebuilt motor. DG rod & piston, ported by Turner, Up pipe, 32 Mikuni, Fox air caps, more extras. Excellent cond., never raced, $700. (213) 921-2832. (41)



750 Honda cafe racer
K81's Konis Kerker, dbl disc's and lots more. One owner 10KMi $2000 or trade for VW, Honda Civic, TT, SR500 + −$ Steve, days (213) 537-6944; nite (213) 374-5022 (43)

GL 1000 parts
1978 Comstar wheels, complete, with tires, 400 original miles, $300.00. Many other parts. (213) 374-8317. (41)

'77 Yamaha XT 500
4,400 miles, cherry, pro pipe, many extras. $1,000.00. Call, evenings (213) 773-8114 or (213) 773-0026. (41)

'77 IT 175, trailer
Pro-Fab swingarm, Barum tires, Inter-Am bars, roller tensioner, extra rear sprocket, new top end, $795. Trailer, 2 rail with large storage, new tires, $195. (714) 968-0026. (41)

SHERPA-T '74, 350, $550. TY80, $250. (714) 879-6366. (41)

CZ Specialist
Service parts new and used, fast UPS. Suzuki of Pomona (714) 623-4431. (42)

175 Yamaha IT Series
$900.00/best offer. Only 212 miles used, like brand new. (714) 646-9146 or (714) 548-0582. (41)

Munari boots, $30.00 and more
Scott goggles, $8.00, leathers, $15.00, gold belt, $5.00, gloves, jerseys. (213) 334-3256. (41)

Used BSA spares, reasonable
Many 650, 441, 500, BSA motor & chassis parts. Triumph 500 twin cylinders & heads. Lots of Jap. pieces also. Send S.A.S.E. with inquiries. Will ship anywhere in U.S. (512) 442-9003. (41)

Bill Walter leathers, $50.00
Red, white, and blue, good cond., clean. (213) 334-3256. (41)

You need my
Honda 400-4 blue '75 model, 2200 miles — fast, light, handles great. "RD400 Eater", over $900 in trick stuff. Priced right — Give me a call, days. Immaculate! Steve (505) 255-9543. (41)

Wanted: Old motorcycle helmet
1974 or 1975 Roper-Lanco LSI 4170 motorcycle helmet. Willing to make generous offer. Call (215) 925-4500. Ask for Eleanor. (41)

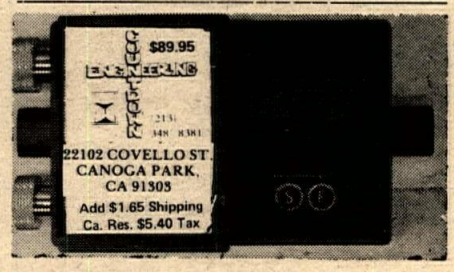
NOW AVAILABLE, QUALITY, metal license frames, $2.95 ea. or $5.50/pr. or 3 for $7.50. Please enclose $1.00 for shipping. Send check or money order to: B&R CYCLE SUPPLY, 6470 E. 22nd St., Tucson, Arizona 85710. (602) 790-0594. (42)

Free bore and valve job
Bring your four-stroke head to us for flow-tested porting for $79.95 and we'll give you a valve job and bore your cylinder(s) for free. Twins $119.95. THE SPEED MERCHANT (714) 891-2386. (43)

Triumph parts
Frames, trans, cases, barrels, rods, heads, chains, Ceriani forks, 750 long rod kits. (714) 898-0126. (41)

Norton Triumph owners/dealers
We repair stripped ports, threads. Competition Cycle Center, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (TFN)

Rebuild your own cranks
25 ton hydraulic press. $750. Competition Cycle, (414) 672-4010. (36/TFN)



(213) 348-8381. (35/TFN)

Triumph parts inventory
Complete inventory, 1965 up, approximately $20,000 dealer cost. 1975 Triumph, 3 cylinder, brand new. Write to: RD 2, Somerset, PA 15501. (814) 443-3889 after 6 p.m. (41)

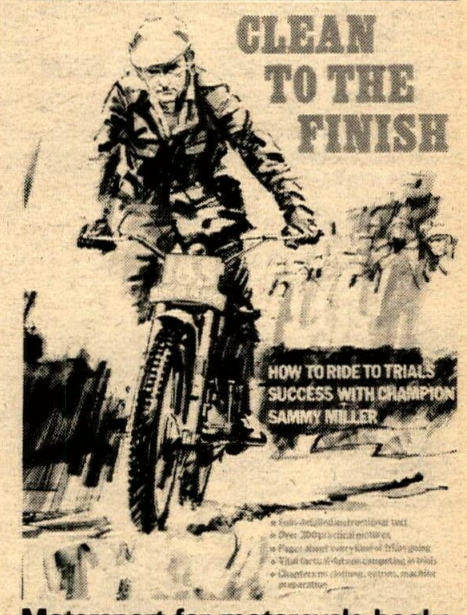
Pipe building equipment
Pexto shear, cone rollers, nibbler, patterns, jigs, plus building materials. (714) 838-2902. (41)

Can-Am parts
Complete inventory of all Can-Am parts. All years and models. Orders shipped UPS same day. Fox Trail Motors, Algonquin, IL. (312) 658-5284. (47)

RICKMAN ● RICKMAN ● RICKMAN!
WE have ALL 125 Zundapp and 250 Montesa parts, plus early Mk III and Mk IV Metisse items. Giant inventory. Jack Byers, Target Products, 2724 W. Main, Alhambra, CA 91801. (213) 284-3238. (TFN)

Used bike sale
'78 Husky 390 CR, like new. '77 Husky 175, $695, like new. '78 Husky 390 Auto. '77 Penton GS400, leftover, $1,545. '77 PE250B, leftover, $1,295. '78 Maico 250 Enduro. '78 Husky 390 OR. '78 Husky 250 CR. '78 Maico 250 Magnum. All new bikes priced for clearance. Suzuki of Somerville, 25-29 Davenport St., Somerville, NJ 08876. (201) 526-3434. (36/TFN)

XR750 parts
Professional racers eligible for cost + 20% on all XR parts in stock. Harley-Davidson West has the most complete line of genuine Har-Dav. parts on the west coast. We have everything like pistons, valves, rocker arms and even hard to find rod sets & more. We will ship them anywhere to you. (213) 822-3426. (36/TFN)



Motorsport for motorcycle books
CLEAN TO THE FINISH — Sammy Miller's latest book to make you a better trials rider, $7.50. ROADTESTS REPUBLISHED Volume II (1955-1960) — Actual roadtests conducted on new motorcycles by the British weeklies. Complete original text with more photos than when the report was first published. Seventeen tests include Ariel twin and four, BMW 600cc, and BSA D5 and A7SS, $7.50. FAMOUS RACING MOTORCYCLES — John Griffith's classic describing 50 racing motorcycles with pictures and specifications, $3.95. Add 50¢ per volume for postage. MOTORSPORT, 6115 Gravois, St. Louis, MO 63116. 314/481-7983. Dealer inquiries invited. (41)

Motorcycle trailers
2, 3, 4 rail. Big wheels, springs and shocks. $275.00 to $295.00. (213) 630-3799 or (213) 861-7721. (TFN)

1978 H-D XR750
Six races, wheels, gearing, brake, some extras. (312) 355-5740. (41)

TZ750E Championship racer
Unchanged since Mosport win. Complete unused spares kit included. $9,000.00. Call Mike Baldwin (203) 655-9023. (42)

'78 Honda CR250R
Excellent condition, stock, ridden very little, injury forces sale, $1200. (209) 227-9168. (41)

'77 Honda-Rickmen 750
Cafe Faring Lockheed disc brakes, clock, oil guage, 4000 mi. $3500. Hacienda Heights Honda, 507 N. Azusa Ave., La Puente, CA. (213) 968-6461 (41)

Custom fit racing rear-sets
To your size & riding position—bullet proof aircraft construction—beautifully finished—satisfaction guaranteed—STARBIKER. (213) 823-8528 (42)

Two 3 cylinder Triumph Strokers
With Trackmaster frames. 1028cc. Write to: RD 2, Somerset, PA 15501. (814) 443-3889 after 6 p.m. (41)

'76 Bultaco Astro
Excellent condition, S&W shocks, K&N filter, $1100. (916) 961-6022. (41)

'77 Maico 250 like new
Must see to believe!!! Wheelsmith up pipe, Luft remote shocks, Air forks, excellent mechanically & looks fantastic. Must sacrifice, $695.00. (714) 968-5848. (42)

CZ
Parts, accessories and service. JB Cyclery, 2332 Fruitdale Ave., San Jose, CA 95128. (408) 286-2891. (TFN)

'78 PE175 Suzuki
Never raced, excellent condition. Must sell, $800.00. (714) 864-0682. (41)

For sale
1974 Speedway "Jawa" bike. Gears, extra parts and tires. Make offer. (714) 521-6549. (41)

FAST YZ250 FLATTRACKER. Boss frame — S&W shocks — Ceriani forks — Barnes wheels — DT-2 tires — excellent shape — shop maintained — great Nov. Pro bike — Ascot winner — $1500.00. (916) 241-2002 or (916) 243-3297. (41)

HONDA CB400F 1975, 15,500 miles, oil cooler, $800 or best offer. (213) 938-9777. (41)

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Fox Air — air caps — Metzeler front — runs great — hardly ridden, well set up & maintained. Must sell — After 6 (805) 489-7651. (41)

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Perfect Junior bike, many extras, all ½ mile & TT equipment. Very fast.You must see this one. $1695.00 firm. Clyde (714) 243-4957. (41)

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Slightly used and reasonable — boy's size 4-5. (714) 892-8848. (41)

Suzuki RM 400, 1978
Ridden 3 times, $1100. Evenings (805) 995-3192. (41)

****Sachs 7 speed****
Raced one year. In good shape, fast — must sell. Cost $1400.00 new, $600.00 or best offer. Call after 5:00 (213) 696-0489. (42)

'74 CR250M Honda Elsinore
Excellent condition, low hours, $450 or make offer. (213) 862-2054. (41)

1978 Honda CR 250 R Excl. cond.
(714) 247-7418. (41)

1977 Yamaha YZ250D
Never raced, excellent condition, $825.00. Days (213) 921-8478, after 5 (213) 921-4124. (42)

Honda XL350 engine
Complete with coil, carb, kicker, pink slip, xlnt. cond. $300.00 O.B.O. (213) 374-8317. (41)

Motorsport air shocks, bottles
13 — 17 length — 4-6½" travel $146.50 w/o fins; $174.50 with fins. Certified bottles filled to 600# w/core depresser air chuck, $79.50. Bottle & shocks $20 disc. Motorsport, 5900 Marita, Long Beach, CA 90815. (213) 596-3691, 6-10 p.m. PDT. (41)

'75 Yamaha MX400B Monoshock
Pure stock except 3.5 gal. tank and 3.50x21 front tire. Excellent condition! Never raced! $675. (714) 595-4314 or (213) 339-2338. (41)

CR250 C&J Hon.
Fresh motor, '77 Gold Cup qualifier — Ceriani, Barnes equip., 195 lbs., new paint. $1,300/or ? (503) 863-5855. (41)

Trick Lectron carbs
For TZ-750 Yamaha, used to win Road Race Championship, w/restrictors, $200.00. Call Mike Baldwin (203) 655-9023. (42)

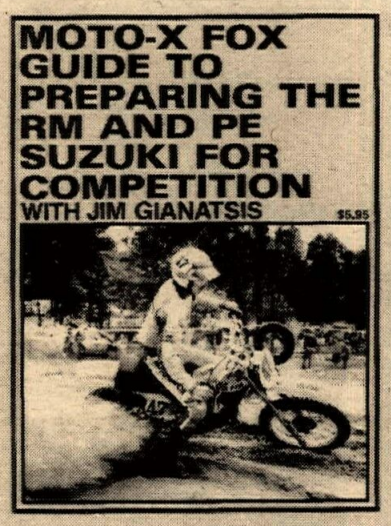
XS 750, '77 Yamaha
Low miles, $1,900.00. Eve. (213) 539-4430. (41)

750 Yamaha Half Miler
Champion frame, Shell equipped, fast, many extras, $2500.00. 250 Yamaha Shorttracker, Fastrac frame, YZ motor, extras, $1000.00. Ask for Stan Johnson (505) 255-0237. (41)

'78 RM 250 C
Xlnt. cond., Works shocks, rebuilt motor, very fast. $800.00. (213) 773-0477 or (213) 587-2459. (41)

'76 Bultaco 250
'77 swingarm, '78 forks, Works Performance shocks, blueprinted gearbox, fresh motor, much more. Need money for school, must sell, $625.00. (213) 670-8075. (42)

Factory maintained CB 750K
1977, bought only three months ago. Under 2,400 easy miles. Everything on this bike is in excellent condition, mechanically & physically. Only $1,600. Call (213) 379-0221, evenings. (41)



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'75 Yamaha 400MXB, like new, new top end. Must see, $625.00. '71 Hodaka Super Rat Ace 100, runs good, $250.00 OBO. (714) 985-3934. (41)

'77 KZ1000
6000 miles, Kerker header, K.N. filters, great shape, $1,800.00. Call (714) 847-1205 days; Scott Nelson weekends (714) 842-0727. (41)

'77 trick XR75
Excellent cond., many extras, runs perfect. John (714) 495-0779 after 4 p.m. (41)

'76¾, 250 Maico
Xlnt. shape, ridden very little, $695.00 or trade for TT or XT 500. Ask for Tom after 6 p.m. (714) 776-7769. (41)

650 Yam. & generator
Electric start, Yam. engine & complete Yam. chassis, $500.00. Honda EM-400 generator, 2 hours total running time, $275.00. Just 650 engine, $400.00. Days (805) 763-1759, nite (805) 765-4570. (41)

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Mfg. of alum. swingarms — overstock RM 80's, YZ 100E, CR 250, RM 250, YZ-400's — 250's, IT 400's. (714) 893-3322. (41)

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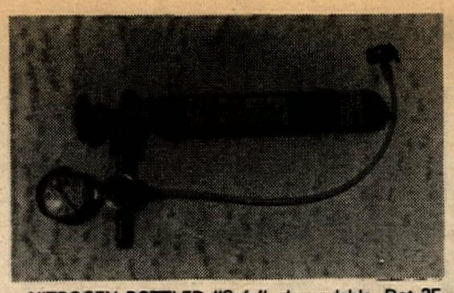
Must sell 2 near new wet bikes. Under 20 hrs. each. Excellent condition, need $1,850 to pay off bank. Have extras. Call Scott, days (714) 847-1205, night & weekends (714) 842-0727. (41)



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'78 Kawasaki KX 250 A4
Excellent cond., in storage for past 2 mos. Phase II, S&W Shox. All original equip. & extras. $775! (213) 860-3036. (41)

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Bring your cylinder(s) to us to be ported for $49.95 and we'll give you a fresh cylinder bore for free. THE SPEED MERCHANT (714) 891-2386. (43)

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'74 CZ 250 5 speed, GP frame, 34 Mikuni, J&H cleansweep pipe, 3 gal. desert tank, stock tank & pipe, Curnutts, skid plate, extras, parts, pullers, etc. Not used since August 1975, beautiful condition. $500.00 value, trade for gun or guns of equal value. (714) 837-1721. (41)

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Dirt — super clean — never raced. (213) 894-0776. (41)

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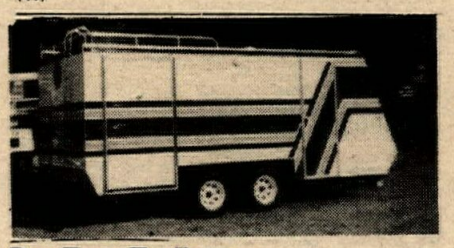

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Shell engine, Cerianis, S&W, R/W wheels, Kennedy disc, C.D.I. or battery, T.T. & ½ mile pipes, new Goodyears. Bike is completely new — never raced or dropped. $2800 will deliver. David (713) 522-5877 or (713) 641-0327. (43)

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From your girls (41)

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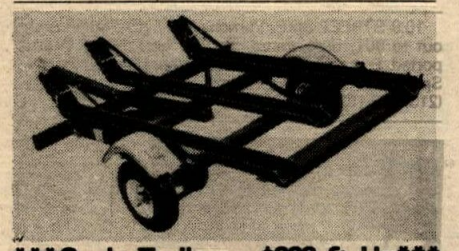
For '71 Dodge Van (new body style), back & side doors — Prefer with windows. Must be reasonable. Also for sale: Rickman/Honda — '73 SL 125 Honda 4-stroke engine w/Yoshimura cam, piston, and valve springs. Engine in '72 Rickman 125 MX frame. $300/will consider trading for van doors. Call after 6:00 p.m. (714) 557-3689. (34/TFN)

400 KTM $400.00 firm
Stored for 2 years, fresh engine. Day (213) 792-5274, night (213) 799-0278. (41)

1977 Yamaha 750
Good condition. Must sell, $1500.00. (714) 897-6698. (42)

'78, 250 Maico Magnum
Ported motor, fast. Has 3½ mos. riding time, $1325.00 or best offer. Call Bill after 6:30 p.m. (213) 784-1075. (41)



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Free
Motorcycle application catalog and hand tool catalog. No catches, no purchases necessary. Write to: J.M. Enterprises, Box 11099, Newington, CT 06111. (41)

Suzuki TM125 must sell!
DG, FMF, laydown Marzocchis, fork kit, trick. $250 B/O or trade for ? (213) 373-4008. (41)

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'77 Suzuki RM-125
Ridden twice, like new, $575/offer. (213) 377-8985. (41)

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Excellent condition, HCS swingarm, Bilstein shocks, DG gold head, new knobbies, extras, super fast, never raced, moving up to bigger classes. Must sell. (714) 832-1550. $525. (41)

'77 H-D FXS Low Rider, $4000
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Trick frame, all fresh, some spares, $4,800. (303) 447-0859. (41)

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400 CZ, $450.00 & 250 Suzuki, $400.00. Super clean. (213) 944-0569. (42)

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District 37 desert racing club now accepting new members — Beginner to Expert — for info call — Joe (213) 352-5671 — Dave (213) 925-4336 or Jack — (213) 864-1046. (42)

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'78 monoshock, DT-250, 2 weeks new! Air forks, 75 total miles! $1,350.00 new — sell for only $1,100! Call eves., save. (213) 767-8713. (41)

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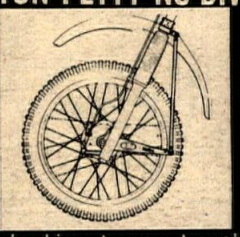

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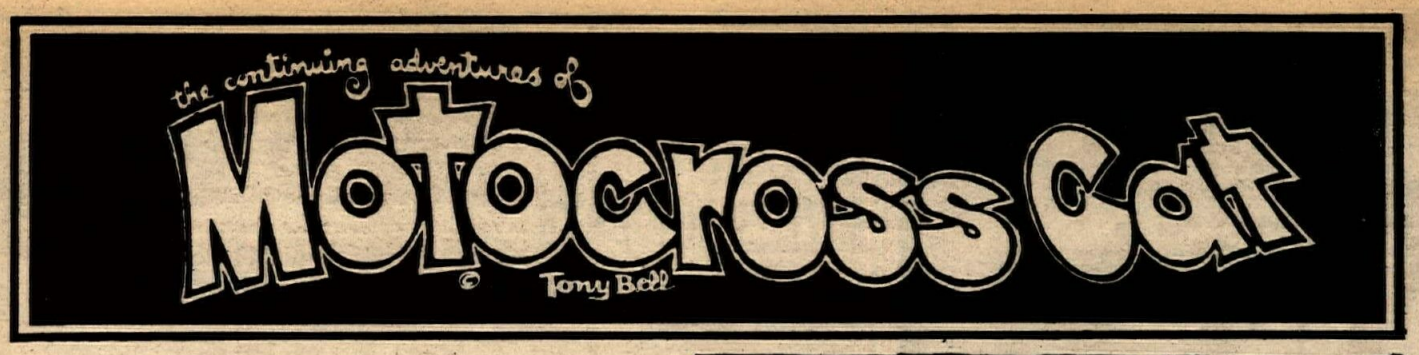

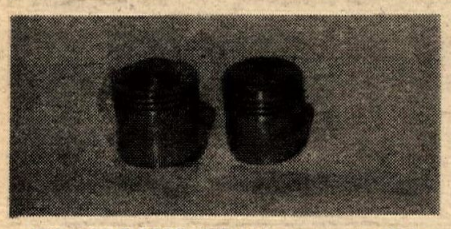

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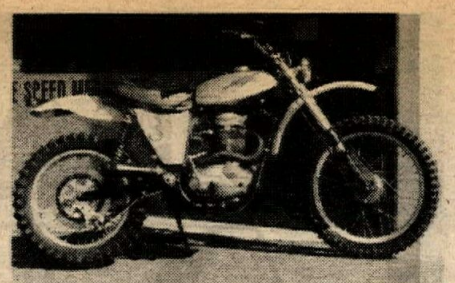

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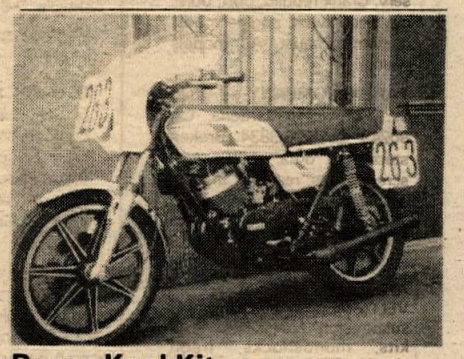

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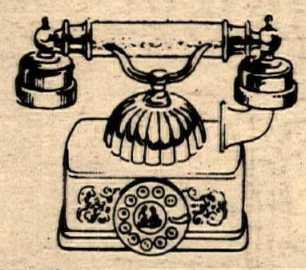

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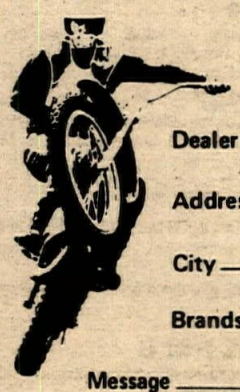

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